# NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

## BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL ..... **RNAV (GPS) Rwy 16[1,2]**
**RNAV (GPS) Rwy 34[3,4]**
**VOR/DME Rwy 34[1,5]**

[1]NA when local weather not available.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]NA when control tower closed.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 2200-2; Categories C, D, 2200-3.

## CARSON CITY, NV

CARSON ..... **RNAV (GPS)-A**
Categories A, B, 1700-2; Category C, 1700-3; Category D, 1800-3.
NA when local weather not available.

## CEDAR CITY, UT

CEDAR CITY RGNL ..... **ILS Rwy 20**
**VOR Rwy 20**
Category D, 900-2¾.

## DOUGLAS BISBEE, AZ

BISBEE DOUGLAS INTL ..... **VOR/DME or GPS Rwy 17**
**VOR Rwy 17**
NA when control zone not in effect.

## ELKO, NV

ELKO RGNL..... **LDA/DME RWY 23[1]**
**RNAV (GPS) Rwy 23[2]**
**VOR -A[3]**
**VOR/DME-B[4]**

[1]Categories A,B, 900-2; Category C 1000-3; Category D, 1100-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.
[4]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

## FLAGSTAFF, AZ

FLAGSTAFF PULLIAM ..... **ILS or LOC/DME Rwy 21[1,2]**
**VOR or GPS-A[3]**

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]Category D, 800-2¼.

## FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF ..... **ILS or LOC Rwy 26**
**NDB Rwy 26**
**RNAV (GPS) Rwy 8[1]**
**VOR Rwy 26**
NA when control tower closed.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

## GLENDALE, AZ

GLENDALE MUNI ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

## GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK ..... **ILS or LOC/DME Rwy 3**
NA when control tower closed.
Category D, 700-2.

VALLE ..... **VOR/DME Rwy 19**
NA except for operators with approved weather reporting service.

## KANAB, UT

KANAB MUNI ..... **RNAV (GPS) Rwy 1**
Category B, 1100-2; Category C, 1400-3.

## KINGMAN, AZ

KINGMAN ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Y Rwy 21**
**VOR/DME Rwy 21**
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## LAKE HAVASU CITY, AZ

LAKE HAVASU CITY ..... **VOR/DME or GPS-A**
Categories A,B, 1000-2; Categories C, 1000-2¾; Category D, 1000-3.

## LAS VEGAS, NV

HENDERSON EXECUTIVE ..... **RNAV (GPS)-B[1]**
**VOR-C[2]**
NA when local weather not available.
[1]Categories A,B, 1000-2; Category C, 1000-2¾.
[2]Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL ..... **ILS or LOC Rwy 25L[1]**
**ILS or LOC Rwy 25R[1]**
**ILS or LOC/DME Rwy 1L[2]**
**RNAV (GPS) Rwy 1R[3]**
**RNAV (GPS) Rwy 19L[45]**
**RNAV (GPS) Rwy 19R[45]**
**VOR/DME -A[2]**
**VOR Rwy 25L/R[3]**
[1]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾, Category E, 1400-3.
[2]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½.
[3]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]NA when local weather not available.

NORTH LAS VEGAS ..... **ILS or LOC Rwy 12L**
NA when control tower closed.

## LOVELOCK, NV

DERBY FIELD ..... **VOR or GPS-C[1]**
**VOR/DME or GPS-A[2]**
[1]Categories A,B, 1900-2; Categories C,D, 1900-3.
[2]Categories A,B, 900-2; Category C,900-2¾; Category D, 900-3.

## MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD ..... **VOR or GPS-A**
Category D, 800-2½.

## OGDEN, UT

OGDEN-HINCKLEY ..... **ILS Or LOC Rwy 3[12]**
**RNAV (GPS) Y Rwy 3**
**RNAV (GPS) Z Rwy 3**
NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

NAME ALTERNATE MINIMUMS

## PHOENIX, AZ

PHOENIX DEER VALLEY ..... **RNAV (GPS)-B[12]**
**RNAV (GPS)-C[3]**
**RNAV(GPS) Rwy 7R[4]**
**RNAV (GPS) Rwy 25L[14]**
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Category C, 1000-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

PHOENIX-MESA GATEWAY ..... **ILS or LOC Rwy 30C[12]**
**RNAV (GPS) Rwy 30C[1]**
**RNAV (GPS) Rwy 30L[3]**
**VOR or TACAN Rwy 30C[1]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category E, 800-2¼.

PHOENIX SKY HARBOR INTL ..... **ILS or LOC Rwy 7R[1]**
**ILS or LOC Rwy 7L[2]**
**ILS or LOC Rwy 8[3]**
**ILS or LOC Rwy 25L[2]**
**ILS or LOC Rwy 26[2]**
**RNAV (GPS) Y Rwy 7R[2]**
**RNAV (GPS) Y Rwy 7L[2]**
**RNAV (GPS) Y Rwy 8[4]**
**RNAV (GPS) Y Rwy 25L[2]**
**RNAV (GPS) Y Rwy 25R[2]**
**RNAV (GPS) Y Rwy 26[2]**
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

## PRESCOTT, AZ

ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L[12]**
**RNAV (GPS) Rwy 21L[4]**
**VOR Rwy 12[3]**
[1]NA when control tower closed.
[2]ILS, Category C, 700-2; Category D, 900-3. LOC, Category D, 900-3.
[3]Category D, 900-3.
[4]Category D, 1000-3.

NAME ALTERNATE MINIMUMS

## PRICE, UT

CARBON COUNTY RGNL/
BUCK DAVIS FIELD ..... **VOR/DME Rwy 36**
**VOR Rwy 36[1]**
Category C, 900-2½; Category D, 1100-3.
[1]Categories A, B, 2000-2; Categories C, D, 2000-3.

## PROVO, UT

PROVO MUNI .. **ILS or LOC/DME Rwy 13,**700-2
Na when control tower closed.

## RENO, NV

RENO/TAHOE INTL ..... **ILS Rwy 16R,** 2100-7[1]
**ILS or LOC/DME Rwy 34L[2]**
**LOC Rwy 16R[3]**
**LOC/DME BC Rwy 34L[4]**
**RNAV (GPS) X Rwy 34L[5]**
**RNAV (GPS) X Rwy 34R[5]**
**RNAV (GPS) Y Rwy 16L[6]**
**RNAV (GPS) Y Rwy 16R[7]**
**RNAV (GPS) Y Rwy 34L[4]**
**RNAV (GPS) Y Rwy 34R[8]**
**RNAV (RNP) Z Rwy 16R,** 800-2½
**VOR-D,** 1600-3
[1]LOC, NA.
[2]ILS,LOC, Categories A,B, 1000-2; Category C, 1000-2¾.
[3]Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.
[4]Categories A,B, 1000-2; Categories C,D, 1000-3.
[5]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[6]Categories A,B, 1400-2; Categories C,D, 1400-3.
[7]Categories A,B, 1800-2; Categories C,D, 1800-3.
[8]Categories A,B, 1000-2; Category C, 1000-2¾.

## ST. GEORGE, UT

ST. GEORGE MUNI ..... **RNAV (GPS) Rwy 34[1]**
**VOR or GPS-B,**1300-2[2]
**VOR-C,**1800-3[2]
**VOR/DME Rwy 34[23]**
[1]Categories A,B 1100-2¼; Categories C,D, 1100-3.
[2]NA except for operators with approved weather reporting service.
[3]Category C, 800-2¼; Category D, 1000-3.

## ST. JOHNS, AZ

ST. JOHNS
INDUSTRIAL AIRPARK ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
**VOR/DME-A**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

## SCOTTSDALE, AZ

SCOTTSDALE ..... **RNAV (GPS)-D[1]**
**RNAV (GPS)-E[1]**
**VOR or GPS-A[23]**
**VOR or GPS-C[24]**
[1]NA when local weather not available.
[2]NA when Scottsdale altimeter not available.
[3]Categories A,B,C, 1100-3.
[4]Categories A,B, 900-2½;Category C, 900-2¾.

## TONOPAH, NV

TONOPAH ..... **VOR or GPS-A**
Category D, 800-2¼.

## TOOELE, UT

BOLINDER FIELD-
TOOELE VALLEY ..... **ILS or LOC/DME Rwy 17[1]**
**RNAV (GPS) Rwy 17**
NA when local weather not available.
[1]ILS, Category D, 700-2.

## TUCSON, AZ

TUCSON INTL ..... **ILS or LOC Rwy 11L[1]**
**LOC/DME BC Rwy 29R[2]**
**RNAV (GPS) Z Rwy 11L[2]**
**RNAV (GPS) Rwy 29R[2]**
**RNAV (GPS) Rwy 3[3]**
**RNAV (GPS) Rwy 29L[4]**
**RNAV (GPS) Z Rwy 29R[2]**
**VOR or TACAN Rwy 11L[2]**
**VOR/DME or TACAN Rwy 29R[2]**
[1]ILS,LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1100-3.
[2]Category E, 1100-3.
[3]Categories A,B,C,D, 800-2¼.
[4]Category D, 800-2¼.

## WENDOVER, UT

WENDOVER ..... **VOR/DME-B[1]**
**VOR/DME or TACAN Rwy 26[2]**
[1]Categories A,B, 1700-2; Categories C,D,E, 1700-3.
[2]Category E, 800-2¾.

## WINNEMUCCA, NV

WINNEMUCCA MUNI ..... **RNAV (GPS) Rwy 14[12]**
**RNAV (GPS) Rwy 32[1]**
**VOR/DME Rwy 14[3]**
[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 1300-3.

## WINDOW ROCK, AZ

WINDOW ROCK ..... **VOR/DME-A**
Categories A,B, 1100-2; Categories C,D, 1100-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

## BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12,** std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12,** climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21,** climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30,** climb heading 302° and BAM R-324 to 9100 before proceeding on course.

## BEAVER, UT

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA-obstacles. **Rwys13, 31,** 2600-2¾ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME TAKE-OFF MINIMUMS

## BLANDING, UT

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17,** turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

## BRIGHAM CITY, UT

BRIGHAM CITY (BMC)
AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn heading 205° and OGD R-331 to OGD VORTAC. **Rwy 34,** climbing left turn heading 205° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC.

NOTE: **Rwy 16,** poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

## BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)
AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34,** std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34,** climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16,** multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL. **Rwy 34,** multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

## CARSON CITY, NV

CARSON (CXP)
ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** use JIMPA DEPARTURE.

## CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

## CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2,8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

## CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R,** climbing left turn heading 220°. **Rwys 22L,22R,** climbing left turn heading 190°. **All Aircraft,** continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L,** multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

## CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17,** tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

## COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** NA.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwys 20, 29,** turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

## COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5,35,** climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course. **Rwy 17,** climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23,** climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

## DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. . . . . .07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

## DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12,** NA-terrain. **Rwy 30,** NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17,** climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35,** climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...

...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17,** trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

## DOUGLAS BISBEE, AZ

BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C,D turbojets climb not to exceed 250 kts. to 8000.

## DUCHESNE, UT

DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

## ELKO, NV

ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

**Rwy 23,** (V32 Southwest) climb to 6000, then climbing left turn heading 200°to intercept BQU R-241 (V32).

**Rwy 23,** all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then...

climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

## ELY, NV

ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept . ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

## FALLON, NV

FALLON MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 21**, turn right.

**Rwys 3,13,31**, turn left. All departures climb via HZN R-075 to HZN VORTAC. Climb in holding pattern (W, right turns, 075° inbound) to depart HZN VORTAC at or above: R-240 CW R-149, 8000; R-150 CW R-239, 9000. Continue climb on course to MEA or assigned altitude.

## FALLON NAS (KNFL)

FALLON, NV

Diverse departures not authorized.

## FLAGSTAFF, AZ

FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

## FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **Rwys 26,30**, turn right. **All aircraft** climb to 9500 to TOMBS Int via FHU VOR R-019 or 018° bearing from DAO NDB.

## GLENDALE, AZ

GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1,** Use DRAKE (RNAV) DEPARTURE.

## GLOBE, AZ

SAN CARLOS APACHE (P13)

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

## GOODYEAR, AZ

PHOENIX GOODYEAR

TAKE-OFF MINIMUMS: **Rwy 3,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21,** Use POTER DEPARTURE.

## GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK

TAKE-OFF MINIMUMS: **Rwy 3,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21,** use GRAND DEPARTURE.

## HEBER CITY, UT

HEBER CITY MUNI-RUSS MCDONALD FIELD

DEPARTURE PROCEDURE: **Rwy 3,** Use COOLI RNAV DEPARTURE.

## HILL AFB (KHIF)

OGDEN, UT

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

## HUNTINGTON, UT

HUNTINGTON MUNI (69V)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.

DEPARTURE PROCEDURE: **Rwys 8, 12,** climbing left turn direct PUC VOR/DME...

**Rwy 30,** climbing right turn direct PUC VOR/DME....

...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8,** tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12,** tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL. **Rwy 30,** tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.

## KANAB, UT

KANAB MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 316' per NM to 7200.

NOTE: Use KACIR ONE RNAV DEPARTURE.

## KINGMAN, AZ

KINGMAN

TAKE-OFF MINIMUMS: **Rwys 3,17,21,35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

## LAGUNA AAF (LGF)

YUMA PROVING GROUND, AZ (03247)

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

## LAKE HAVASU CITY, AZ

LAKE HAVASU CITY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32,** 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32,** climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14,** obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32,** obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmision tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

## LAS VEGAS, NV

HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R,** Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R,** Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R,** climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R,** climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L,** tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R,** tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (KLAS)

TAKE-OFF MINIMUMS: **Rwy 25R,** 200-1 or std. with a min. climb of 220' per NM to 2400.

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climbing right turn direct BLD VORTAC. **Rwys 7L, 7R,** climb via heading 075° to 3400 then climbing right turn direct BLD VORTAC. **Rwys 19L, 19R,** climbing left turn via heading 120° and BLD VORTAC R-257 to BLD VORTAC. **Rwys 25L, 25R,** climb via heading 255° to 2700 then climbing right turn direct BLD VORTAC.

NOTE: **Rwy 1L,** multiple poles, tree, and building 450' from departure end of runway, 283' left of centerline, up to 174' AGL/2132' MSL. Obstruction light on WSK 248' from departure end of runway, 224' right of centerline, 15' AGL/2104' MSL. **Rwy 1R,** multiple sign and building 1331' from departure end of runway, 448' right of centerline, up to 100' AGL/2120' MSL. **Rwy 7L,** multiple poles and trees 747' from departure end of runway, 442' right of centerline, up to 62' AGL/2062' MSL. Tree 1257' from departure end of runway, 789' left of centerline, 65' AGL/2077' MSL. **Rwy 7R,** lighted WSK 126' from departure end of runway, 290' right of centerline, 25' AGL/2051' MSL. **Rwy 19L,** multiple poles, sign and building 1394' from departure end of runway, 320' right of centerline, up to 51' AGL/2256' MSL. **Rwy 19R,** multiple poles, sign, and building 197' from departure end of runway, 125' right of centerline, up to 51' AGL/2256' MSL. Multiple pole and building 1396' from departure end of runway, 356' left of centerline, up to 47' AGL/2262' MSL. **Rwy 25L,** multiple poles, sign, and building 1003' from departure end of runway, 251' left of centerline, up to 63' AGL/2256' MSL. **Rwy 25R,** multiple poles and road 675' from departure end of runway, 17' right of centerline, up to 100' AGL/2301' MSL. Multiple poles and buildings 533' from departure end of runway, 1' left of centerline, up to 150' AGL/2469' MSL.

NORTH LAS VEGAS (VGT)

AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

## LOGAN, UT

LOGAN-CACHE (LGU)
AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28 ,**NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 17, 35,** use ORNEY DEPARTURE.

## LOVELOCK, NV

DERBY FIELD (LOL)
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1,** turn right. **Rwys 7,19,25,** turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

## LUKE AFB (KLUF)

GLENDALE, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

**TAKE-OFF OBSTACLES:**

**RWY 3L:** Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

**RWY 21L:** Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

## MESA, AZ

FALCON FIELD

TAKE-OFF MINIMUMS: **Rwys 4L,4R,** std. with a min. climb of 459' per NM to 3600, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4L, 4R,** climbing left turn to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound. For climb in visual conditions cross FFZ NDB at or above 2300 then proceed via 220° bearing to PXR R-143 southeast bound. **Rwy 22L, 22R,** climb to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound.

NOTE: **Rwy 4L,** light standard 416' from departure end of runway, 415' left of centerline, 48' AGL/1428' MSL. Obstacle light on building 1313' from departure end of runway, 424' left of centerline, 54' AGL/1434' MSL. **Rwy 4R,** light standard 514' from departure end of runway, 565' right of centerline, 48' AGL/1441' MSL. Tree 1097' from departure end of runway, 650' right of centerline, 50' AGL/1448' MSL. Tree 1060' from departure end of runway, 359' right of centerline, 50' AGL/1451' MSL. **Rwy 22L,** light pole 254' from departure end of runway, 538' right of centerline, 13' AGL/1382' MSL. Windmill 691' from departure end of runway, 528' right of centerline, 30' AGL/1389' MSL. Windmill 715' from departure end of runway, 603' right of centerline, 30' AGL/ 1389' MSL. Light pole 68' from departure end of runway, 764' right of centerline, 13' AGL/ 1382' MSL. Tree 175' from departure end of runway, 826' right of centerline, 13' AGL/ 1383' MSL. **Rwy 22R,** light pole 296' from departure end of runway, 541' right of centerline 13' AGL/1400' MSL. Light pole 495' from departure end of runway, 187' right of centerline, 13' AGL/ 1382' MSL. LIght pole 594' from departure end of runway, 65' right of centerline, 13' AGL/1382' MSL.

## MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1,** 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn, **Rwy 19,** climbing right turn. **All aircraft** climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

## MICHAEL AAF (KDPG),

DUGWAY PROVING GROUND, UT

..... . . . . .Amdt 1, 09099
**Rwy 12**, 4700-3*

* Or standard with minimum climb of 305 ft/NM to 6100.

DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

## MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.

DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34,** climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

## MINDEN, NV

MINDEN-TAHOE

TAKE-OFF MINIMUMS: **Rwys 12,16,30,** NA. **Rwy 34,** 4000-3 or std. with a min. climb of 531' per NM to 8700.

DEPARTURE PROCEDURE: **Rwy 34,** use MINDEN RNAV DEPARTURE.

## MOAB,UT

CANYONLANDS FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21,** std. with a min. climb of 330' per NM to 5400.

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.

NOTE: **Rwy 3,** tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21,** pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

## NELLIS AFB (KLSV)

LAS VEGAS, NV 08241

**Rwy 3L/R,** 10,200-3* SR-SS
**Rwy 21L/R,** 10,200-3* SR-SS
Diverse departure not authorized.

MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.

* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.

TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.

**RWY 21R**: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

## NOGALES, AZ

NOGALES INTL (OLS)
AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

## OGDEN, UT

OGDEN-HINCKLEY (OGD)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,16,** NA- Obstacles.

DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34,** Use EMONT DEPARTURE.

## PAGE, AZ

PAGE MUNI (PGA)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA – obstacles **Rwy 15,** 300-1 or std. w/ min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33,** climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15,** terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

## PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

## PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24,** std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24,** bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

## PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)
AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8,** climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26,** climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L,** building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R,** rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8,** light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L,** light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26,** light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline,406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY

TAKE-OFF MINIMUMS: **Rwys 30L,30C,30R,** CAT C,D,E 2000-2 or std. with a min. climb of 230' per NM to 3900.

DEPARTURE PROCEDURE: **Rwys 12L,12C,12R,** climb to 2500 via IWA R-122 then climbing right turn direct PXR VORTAC. **Rwys 30L,30C,30R,** climbing right turn to 4000 via IWA R-122 then climbing right turn direct PXR VORTAC.

## PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L,** 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R,** NA.

DEPARTURE PROCEDURE: **Rwy 3R,** turn left heading 250° to intercept DRK R-305. **Rwy 12,** turn right direct DRK VORTAC. **Rwy 21L,** turn right heading 335° to intercept DRK R-305. **Rwy 30,** climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

## PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - per flight check **Rwy 32,** std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb on a heading between 126° CW to 193°, thence...**Rwy 18**, climb on a heading between 192° CCW to 125°, thence...**Rwy 25,** climb on a heading between 176° CCW to 124°, thence... **Rwy 32,** climb to 7000 then climbing left turn on a heading between 175° CCW to 145°,thence...**Rwy 36,** climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence...

...continue climb to assigned altitude for direction of flight. **Rwys 32, 36,** for climb in visual conditions cross Carbon County Rgnl / Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839 ' MSL. **Rwy 25,** trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32,** trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36,** poles 2599' from DER, 615' left of centerline, 40' AGL/6079 ' MSL. Poles 2715 ' from DER, 668' right of centerline, 59' AGL/6098' MSL.

## PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

## RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8,14,** 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26,** 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32,** 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32,** climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14,** left turn climb direct FMG VORTAC. **Rwy 26,** climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

## RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)
AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L,** std. w/ min. climb of 730' per NM to 8000, or 600-1¼ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R,** std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25,** std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L,** std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R,** std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R,** climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .**Rwy 25,** climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . . **Rwys 34L/R,** climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .

. . .**All aircraft:** continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L,** multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R,** multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25,** multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L,** multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R,** multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, upt o 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

## RICHFIELD, UT

RICHFIELD MUNI (RIF)
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** use RICHFIELD (RNAV) DEPARTURE. **Rwy 19,** use HAMET (RNAV) DEPARTURE.

## ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25,** 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7,** turn right. **Rwy 25,** turn left. **All aircraft,** climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

## SAFFORD, AZ

SAFFORD RGNL

TAKE-OFF MINIMUMS: IFR departure not authorized.

## ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296 inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

## ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)
AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32,** climbing right turn, **Rwys 14, 21,** climbing left turn. **All aircraft,** climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14,** 5790' tower 350' right abeam departure end of runway.

## SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)
AMDT 10 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA, operational.

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17,** climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwys 34L, 34R,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35,** climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 16L,** vehicle 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17,** vehicles beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 34R,** post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35,** post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34,** std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16,** climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34,** climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

## SCOTTSDALE, AZ

SCOTTSDALE (SDL)
AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn to 4000 via heading 220° and PXR VORTAC R-336 southeast bound to PXR VORTAC. Thence...
Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course. **Rwy 21,** climbing right turn to 4000 via heading 300° and PXR VORTAC R-336 northwest bound then left turn direct PXR VORTAC. Thence...
Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course.
...continue climb on course.

NOTE: **Rwy 3,** multiple light standards beginning 63' from departure end of runway, 445' left of centerline, up to 44' AGL/1554' MSL. Hoist on dike 878' from departure end of runway, 735' left of centerline, 51' AGL/1561' MSL. Dike beginning 1066' from departure end of runway, 316' left of centerline, 38' AGL/1548' MSL. Day marker on dike 1230' from departure end of runway, 5' left of centerline, 39' AGL/1549' MSL. Tree, 269' from departure end of runway, 490' left of centerline, 13' AGL/1523' MSL. Tree 51' from departure end of runway, 279' left of centerline, 6' AGL/1516' MSL. Tree 765' from departure end of runway, 115' left of centerline, 22' AGL/1532' MSL. Road beginning 647' from departure end of runway, 296' left of centerline, 19' AGL/1529' MSL. Tree 227' from departure end of runway, 97' left of centerline, 6' AGL/1516' MSL. Fence beginning 5' from departure end of runway, 338' right of centerline, 6' AGL/1511' MSL. Light standard, 1013' from departure end of runway, 430' right of centerline, 44' AGL/1552' MSL. **Rwy 21,** tree 1072' from departure end of runway, 426' right of centerline, 53' AGL/1497' MSL. Building 316' from departure end of runway, 537' right of centerline, 23' AGL/1467' MSL. Tree 2087' from departure end of runway, 418' left of centerline, 61' AGL/1505' MSL. Tree 1432' from departure end of runway, 438' right of centerline, 38' MSL/1482' MSL. Tree 2234' from departure end of runway, 559' left of centerline, 58' AGL/1502' MSL.

## SEDONA, AZ

SEDONA (SEZ)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 21,** Use OATES RNAV DEPARTURE.

## SHOW LOW, AZ

SHOW LOW RGNL

DEPARTURE PROCEDURE: **Rwys 3,6**, turn left. **Rwys 21,24**, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

## SPRINGERVILLE, AZ

SPRINGERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 21,** 1000-2 or std. with a min. climb of 360' per NM to 8400.

DEPARTURE PROCEDURE: **Rwys 3, 11,** climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29,** climbing right turn to 8400 via 360° before proceeding on course.

## TAYLOR, AZ

TAYLOR MUNI

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 248' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 3/21,** climb on runway heading to 8000 before turning on course.

## TONOPAH, NV

TONOPAH

TAKE-OFF MINIMUMS: **Rwys 11,29**, NA. **Rwys 15,33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

## TOOELE, UT

BOLINDER FIELD-TOOELE VALLEY

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 490' per NM to 11000. **Rwy 35,** std. with a min. climb of 360' per NM to 9000.

DEPARTURE PROCEDURE: Use STACO DEPARTURE.

NOTE: **Rwy 17,** tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

## TUCSON, AZ

MARANA RGNL

TAKE-OFF MINIMUMS: **Rwys 3, 12,** N/A-Obstacles

DEPARTURE PROCEDURE: **Rwy 21,** climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30,** climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

NOTE: **Rwy 21,** road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD

DEPARTURE PROCEDURE: **Rwy 6R,** turn right; **Rwy 24L**, turn left direct to Ryan NDB. Continue climb in holding pattern (W, right turn 090° inbound) to 5000 before proceeding on course.

## TUCSON, AZ (CON'T)

TUCSON INTL (TUS)

AMDT 4A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 228' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 3, 29L,29R,** climbing right turn direct to TUS VORTAC. **Rwys 11L,11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21,** climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.

NOTE: **Rwy 3,** tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

## VERNAL, UT

VERNAL RGNL

TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 pr std. with a min. climb of 330' per NM to 7000'.

DEPARTURE PROCEDURE: **Rwys 7,34**, turn right. **Rwys 16,25**, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

## WENDOVER, UT

WENDOVER

TAKE-OFF MINIMUMS: **Rwy 26,** standard wit h a min. climb of 300' per NM to 7000. **Rwy 30**, NA.

DEPARTURE PROCEDURE: **Rwys 8,12, 26,** climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

## WILLCOX, AZ

COCHISE COUNTY

DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. **All aircraft** climb direct CIE VORTAC.

## WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20,** 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2,** terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20,** trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

## WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right. **Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

## YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ . . . . . 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

**Rwy 3L:** Cross DER at or above 35' AGL/228' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 3R:** Cross DER at or above 35' AGL/242' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 21L:** Cross DER at or above 35' AGL/223' MSL. Diverse departures auth.

**Rwy 21R:** Cross DER at or above 35' AGL/227' MSL. Diverse departures auth.

**Rwy 8:** Cross DER at or above 35' AGL/231' MSL. Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

**Rwy 26:** Cross DER at or above 35' AGL/230' MSL. Diverse departures auth.

**Rwy 17:** Cross DER at or above 35' AGL/217' MSL. Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

**Rwy 35:** Cross DER at or above 35' AGL/231' MSL. Diverse departures auth.

BEAVER, UTAH

AL-9437 (FAA)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 067° | TDZE | N/A |
| | Apt Elev | 5860 |

# RNAV (GPS)-A

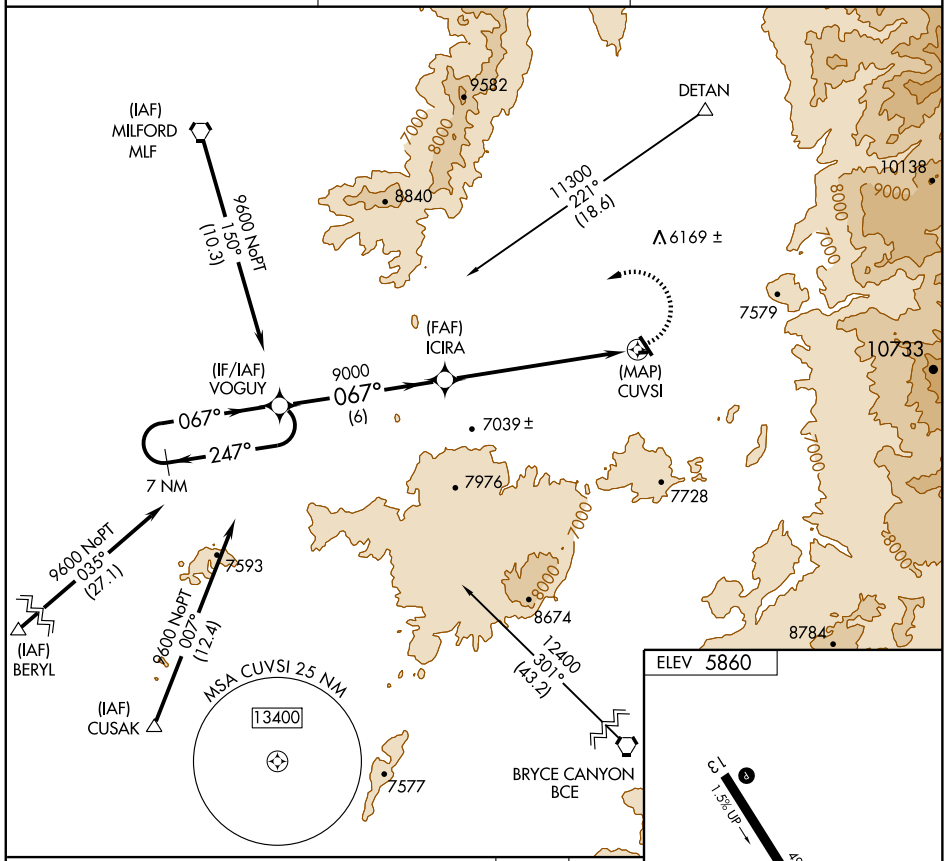
## BEAVER MUNI (U52)

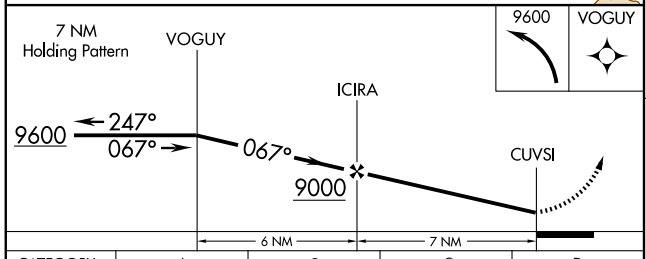
NA

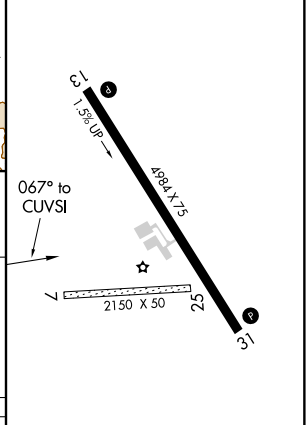
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Milford Muni altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing left turn to 9600 direct VOGUY and hold.

| AWOS-3 | SALT LAKE CITY CENTER | CTAF |
|---|---|---|
| 119.925 | 125.575 379.275 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 7080-1¼<br>1220 (1300-1¼) | 7080-1½<br>1220 (1300-1½) | 7080-3<br>1220 (1300-3) | NA |

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

SW-4, 14 JAN 2010 to 11 FEB 2010

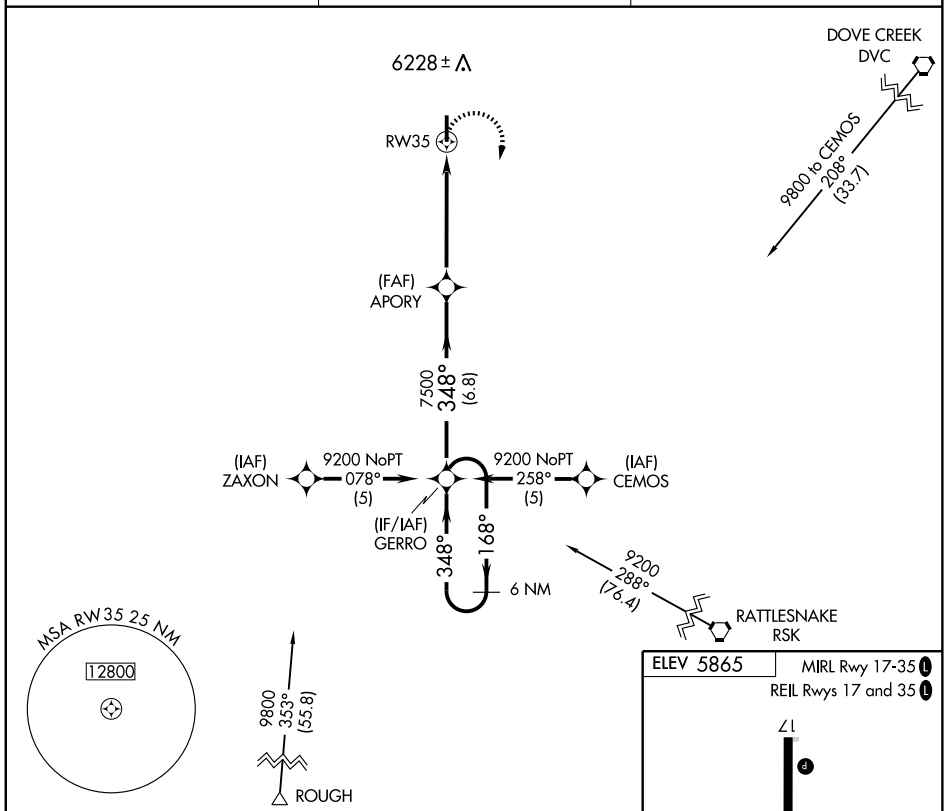
| APP CRS | | |
|---|---|---|
| 348° | Rwy ldg | 5781 |
| | TDZE | 5814 |
| | Apt Elev | 5865 |

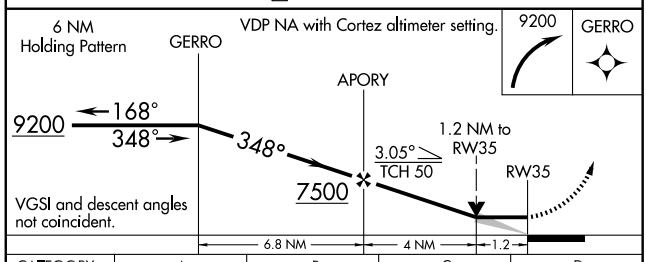
# RNAV (GPS) RWY 35
## BLANDING MUNI (BDG)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cortez altimeter setting and increase all MDAs 120 feet.

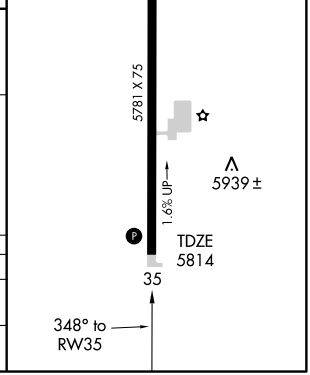
MISSED APPROACH: Climbing right turn to 9200 direct GERRO WP and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 127.75 | 127.55 343.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6200-1 386 (400-1) | | | 6200-1¼ 386 (400-1¼) |
| CIRCLING | 6440-1 575 (600-1) | 6480-1 615 (700-1) | 6500-1¾ 635 (700-1¾) | 6540-2¼ 675 (700-2¼) |



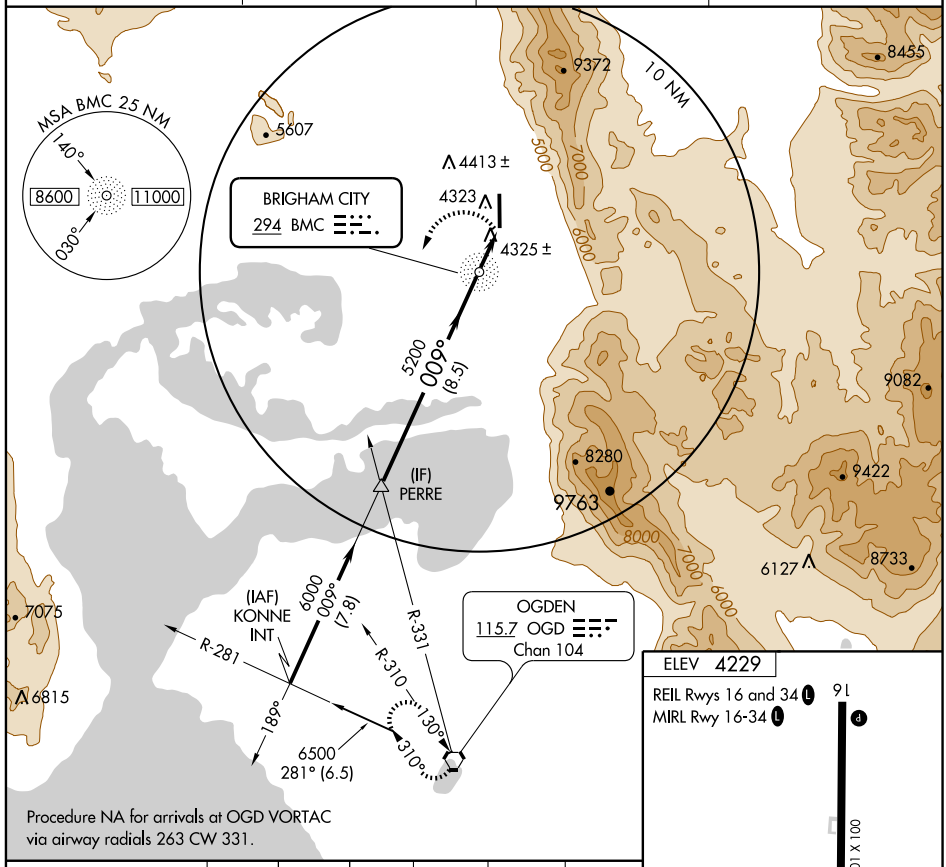
| NDB BMC 294 | APP CRS 009° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 4229 |
|---|---|---|

# NDB-A
## BRIGHAM CITY (BMC)

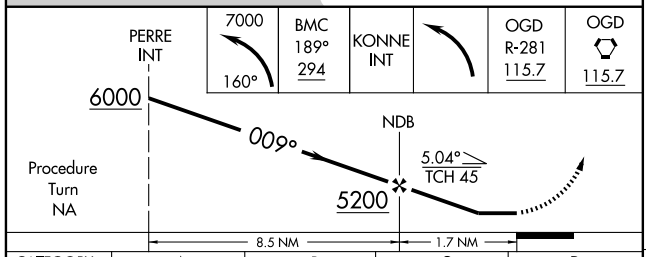
When local altimeter setting not received, use Ogden-Hinckley altimeter setting and increase all MDA 100 feet and Cat C visibility ¼ mile.

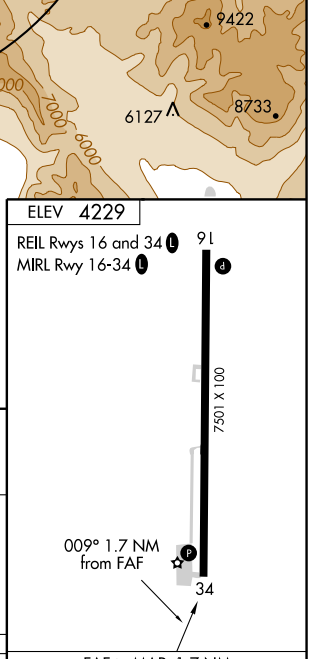
MISSED APPROACH: Climbing left turn to 7000 via heading 160° and BMC NDB 189° bearing to KONNE Int and left turn via OGD R-281 to OGD VORTAC and hold.

| AWOS-3 | SALT LAKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.075 | 121.1 319.25 | 126.0 | 123.05 (CTAF) |




Procedure NA for arrivals at OGD VORTAC via airway radials 263 CW 331.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4640-1<br>411 (500-1) | 4680-1<br>451 (500-1) | 4840-1¾<br>611 (700-1¾) | NA |

| FAF to MAP 1.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:42 | 1:08 | 0:51 | 0:41 | 0:34 |

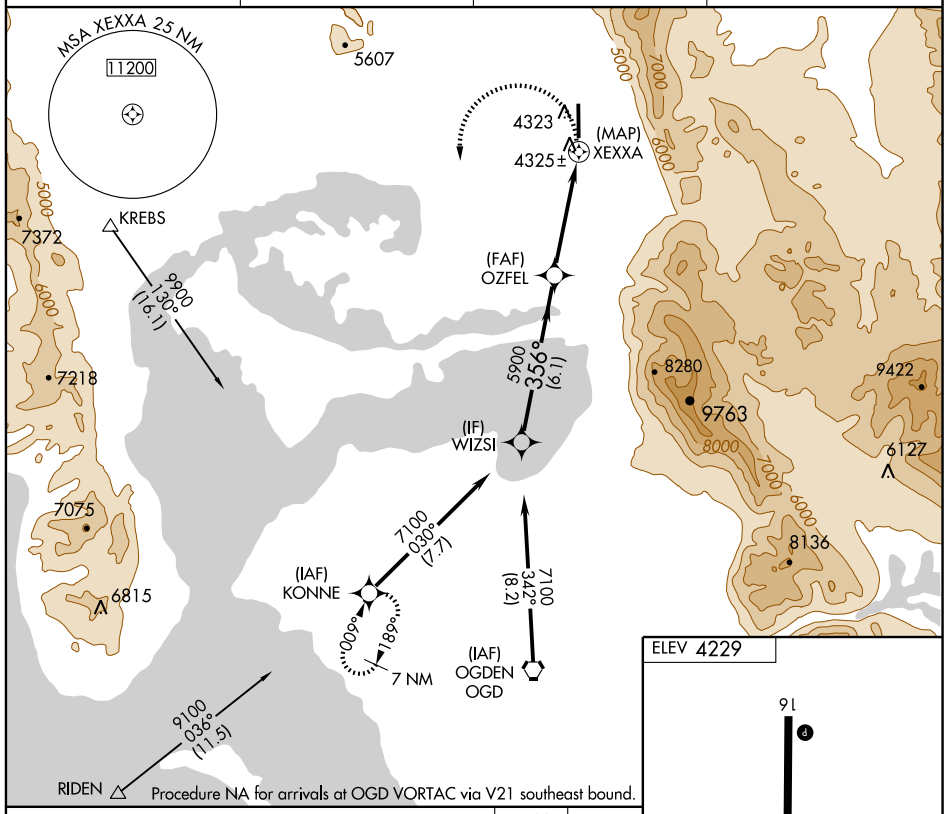
| APP CRS | Rwy ldg | 7501 |
|---|---|---|
| 356° | TDZE | 4229 |
| | Apt Elev | 4229 |

# RNAV (GPS) RWY 34
## BRIGHAM CITY (BMC)

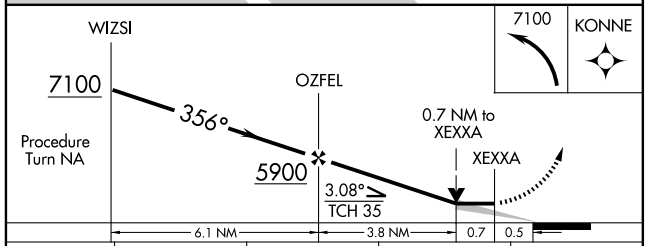
If local altimeter setting not received, use Ogden altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ogden altimeter setting.

MISSED APPROACH: Climbing left turn to 7100 direct KONNE and hold.

| AWOS-3 | SALT LAKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.075 | 121.1 319.25 | 126.0 | 123.05 (CTAF) L |




Procedure NA for arrivals at OGD VORTAC via V21 southeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4640-1 411 (500-1) | | 4640-1¼ 411 (500-1¼) | NA |
| CIRCLING | 4640-1 411 (500-1) | 4680-1 451 (500-1) | 4840-1¾ 611 (700-1¾) | NA |

ELEV 4229

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

SW-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-ECC | APP CRS | Rwy ldg | 8653 |
|---|---|---|---|
| 110.1 | 200° | TDZE | 5600 |
| | | Apt Elev | 5622 |

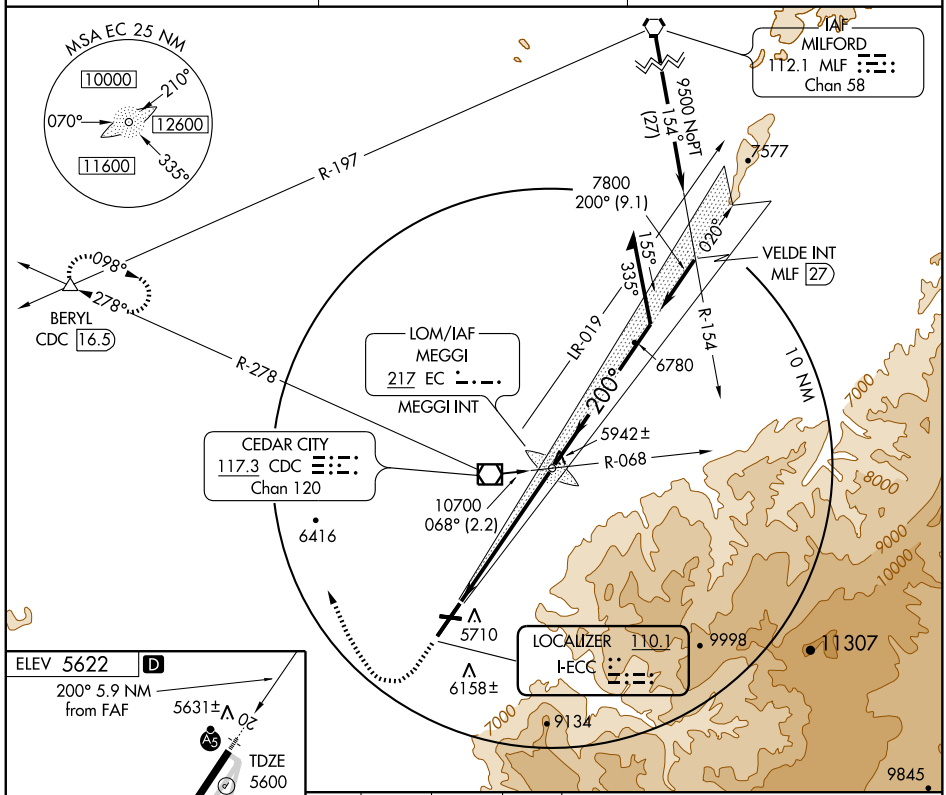
# ILS or LOC RWY 20
## CEDAR CITY RGNL(CDC)

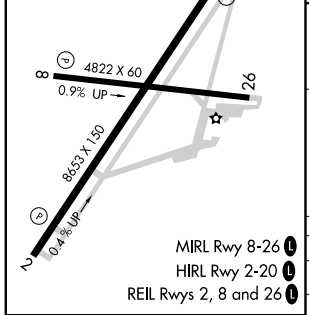
Circling not authorized east of Rwy 2-20.

MALSR

MISSED APPROACH: Climb to 6100, then climbing right turn to 9500 via heading 322° and CDC VOR/DME R-278 to BERYL Int/16.5 DME and hold.

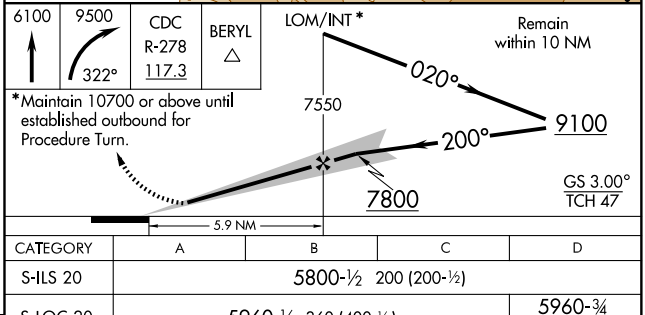
| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 119.025 | 122.6 255.4 | 123.0 (CTAF) L |




MIRL Rwy 8-26 L
HIRL Rwy 2-20 L
REIL Rwys 2, 8 and 26 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




*Maintain 10700 or above until established outbound for Procedure Turn.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 5800-½ 200 (200-½) | | | |
| S-LOC 20 | 5960-½ 360 (400-½) | | | 5960-¾ 360 (400-¾) |
| CIRCLING | 5980-1 358 (400-1) | 6080-1 458 (500-1) | 6080-1½ 458 (500-1½) | 6440-2¾ 818 (900-2¾) |

SW-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 8653 |
|---|---|---|
| 200° | TDZE | 5600 |
| | Apt Elev | 5622 |

# RNAV (GPS) RWY 20
## CEDAR CITY RGNL (CDC)

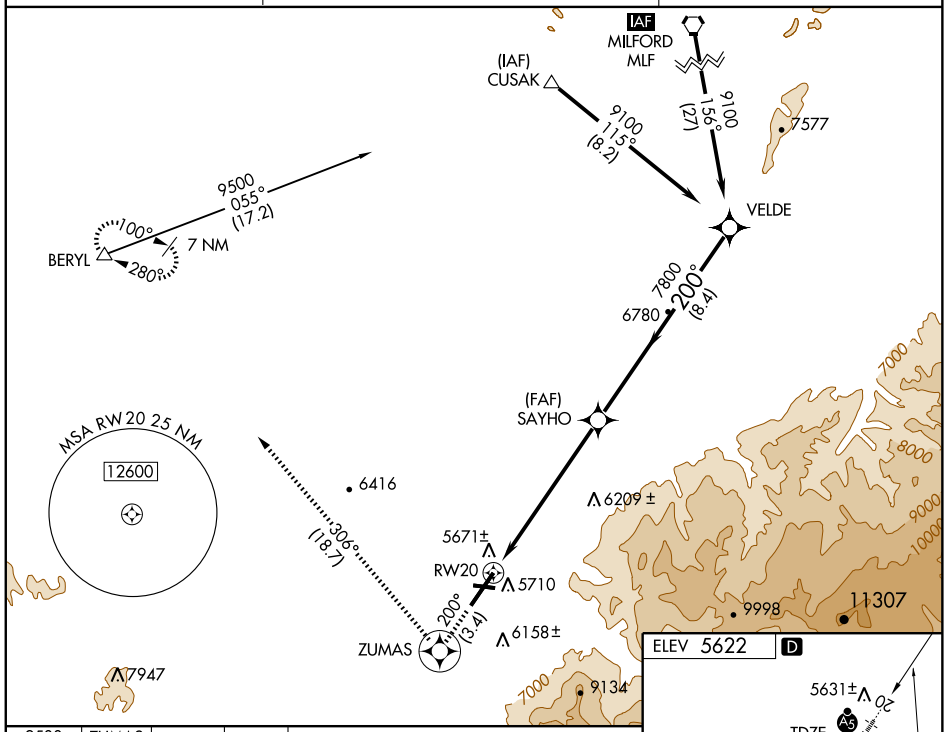
T NA

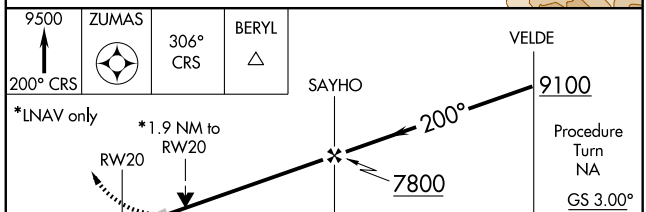
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -26° C (-1.5° F)
Circling not authorized east of Rwy 2-20.
IAF ARM APPROACH MODE PRIOR TO IAF.

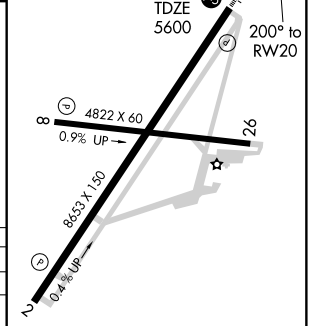
MALSR

MISSED APPROACH: Climb to 9500 via 200° course to ZUMAS WP then via 306° course to BERYL WP and hold.

| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 119.025 | 122.6 255.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | 6000-1 400 (400-1) | | | |
| LNAV MDA | 6260-½ 660 (700-½) | | 6260-1¼ 660 (700-1¼) | 6260-1½ 660 (700-1½) |
| CIRCLING | 6260-1½ 638 (700-1½) | | 6260-1¾ 638 (700-1¾) | 6440-2¾ 818 (900-2¾) |

MIRL Rwy 8-26 L
HIRL Rwys 2-20 L
REIL Rwys 2, 8 and 26 L

SW-4, 14 JAN 2010 to 11 FEB 2010

CEDAR CITY, UTAH

AL-5139 (FAA)

| VOR/DME CDC 117.3 Chan 120 | APP CRS 177° | Rwy ldg 8653<br>TDZE 5600<br>Apt Elev 5622 |
|---|---|---|

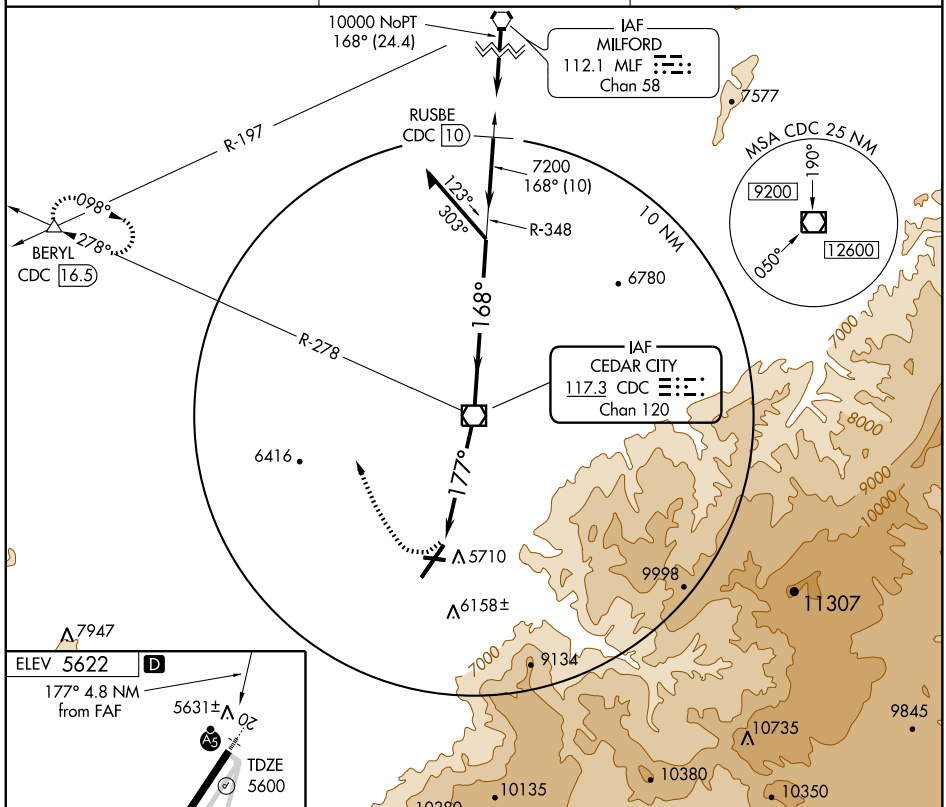
# VOR RWY 20
## CEDAR CITY RGNL(CDC)

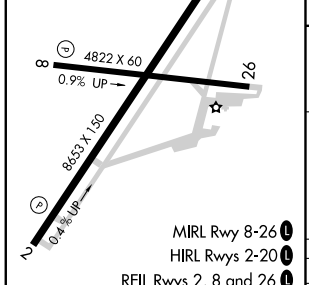
Circling not authorized east of Rwy 2-20.
Inoperative table does not apply.

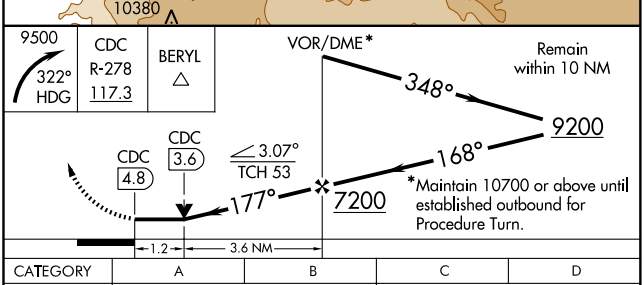
MALSR

MISSED APPROACH: Climbing right turn to 9500 via 322° heading and CDC R-278 to BERYL INT/ CDC 16.5 DME and hold.

| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 119.025 | 122.6 255.4 | 123.0 (CTAF) L |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 6020-1 420 (400-1) | | 6020-1¼ 420 (400-1¼) | |
| CIRCLING | 6020-1<br>398 (400-1) | 6080-1<br>458 (500-1) | 6080-1½<br>458 (500-1½) | 6440-2¾<br>818 (900-2¾) |

SW-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5500 |
|---|---|---|
| 166° | TDZE | 4759 |
| | Apt Elev | 4759 |

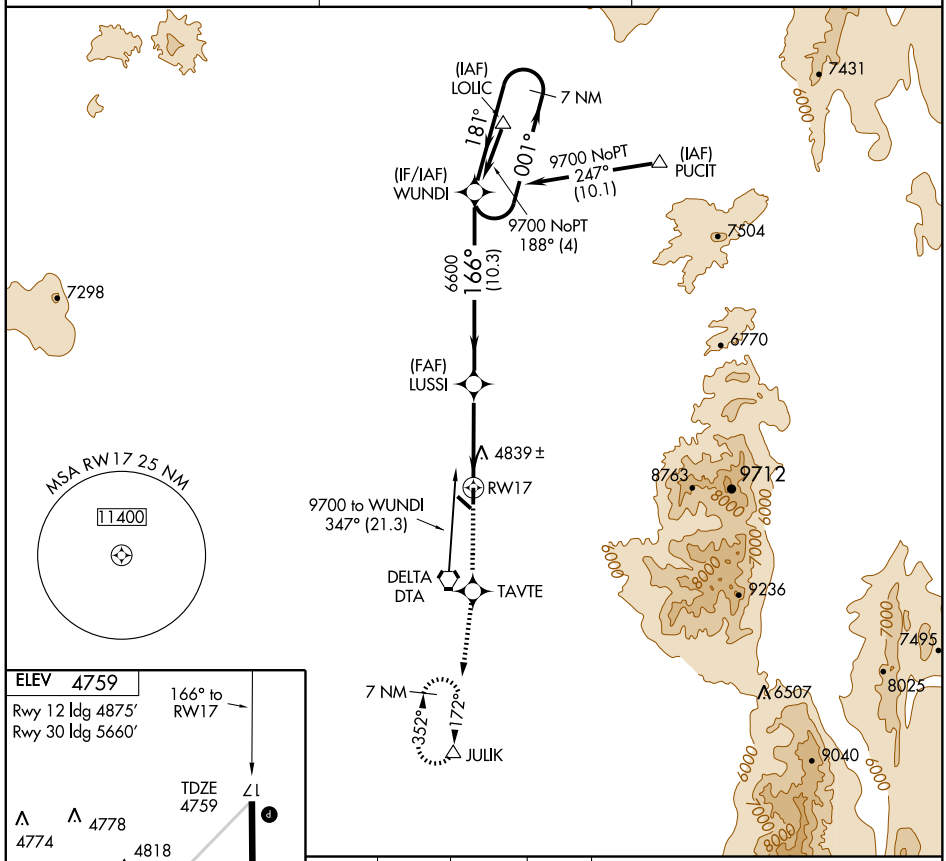
# RNAV (GPS) RWY 17

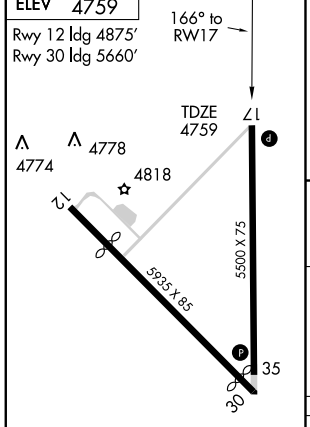
## DELTA MUNI (DTA)

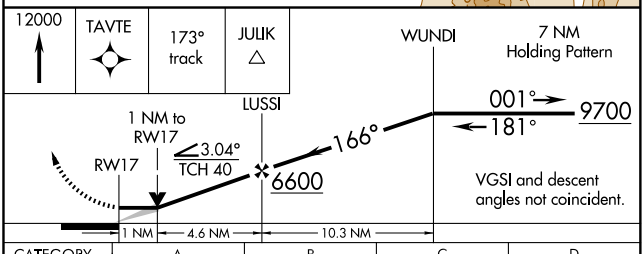
DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night.
NA If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 12000 direct TAVTE and via 173 ° track to JULIK and hold, continue climb-in-hold to 12000.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 127.75 | 122.1R | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5100-1 341 (400-1) | | | |
| CIRCLING | 5140-1<br>381 (400-1) | 5220-1<br>461 (500-1) | 5220-1½<br>461 (500-1½) | 5320-2<br>561 (600-2) |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

SW-4. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5500 |
|---|---|---|
| 346° | TDZE | 4758 |
| | Apt Elev | 4759 |

# RNAV (GPS) RWY 35

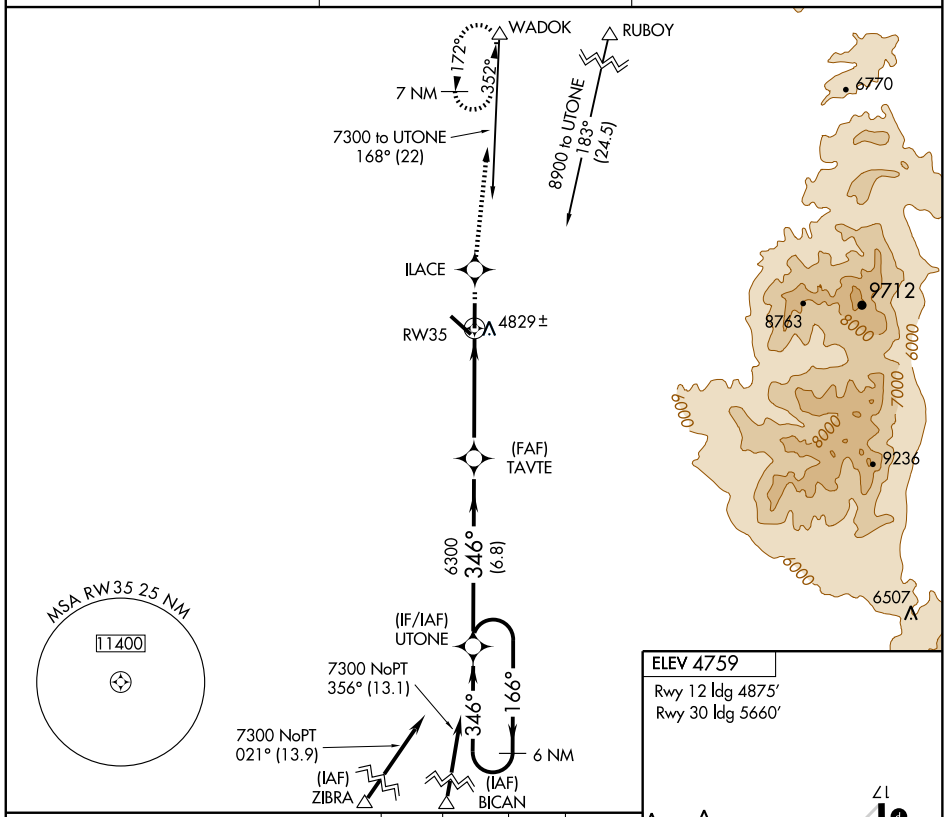
## DELTA MUNI (DTA)

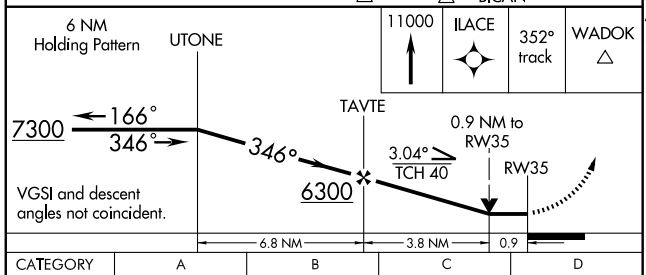
DME/DME RNP-0.3 NA.
Circling to Rwy 30 NA at night.
If local altimeter setting not received, procedure NA.

NA

MISSED APPROACH: Climb to 11000 direct ILACE and via 352° track to WADOK and hold, continue climb-in-hold to 11000.

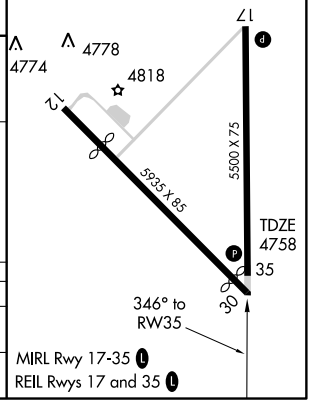
| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 127.75 | 122.1R | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5080-1 322 (400-1) | | | |
| CIRCLING | 5140-1 381 (400-1) | 5220-1 461 (500-1) | 5220-1½ 461 (500-1½) | 5320-2 561 (600-2) |

ELEV 4759
Rwy 12 ldg 4875′
Rwy 30 ldg 5660′




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

SW-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC DTA 116.1 Chan 108 | APP CRS 166° | Rwy ldg 5500 TDZE 4759 Apt Elev 4759 |
|---|---|---|

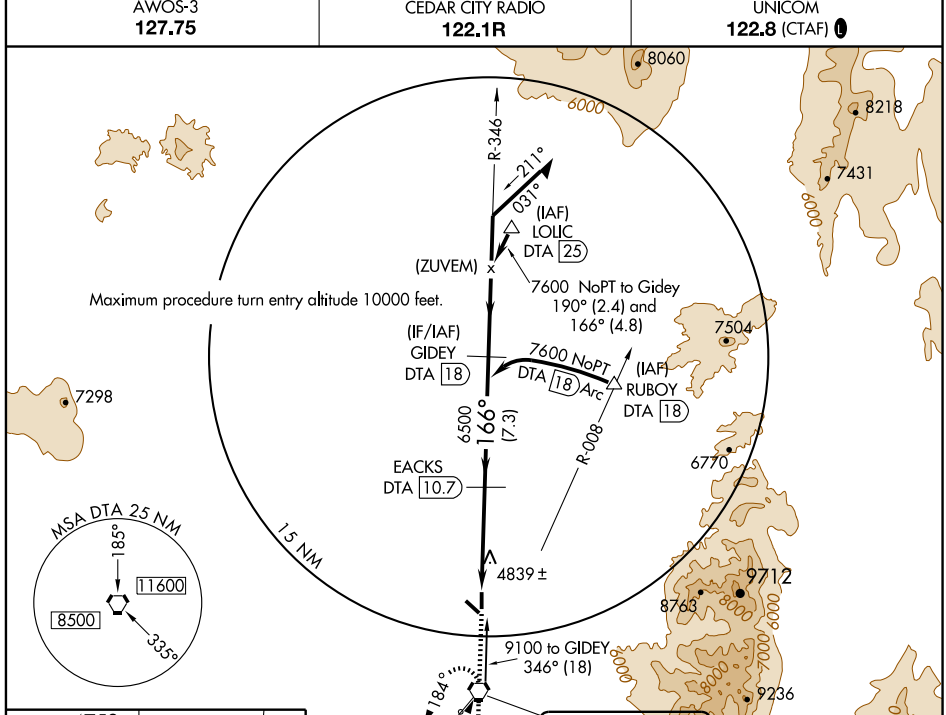
# VOR/DME RWY 17

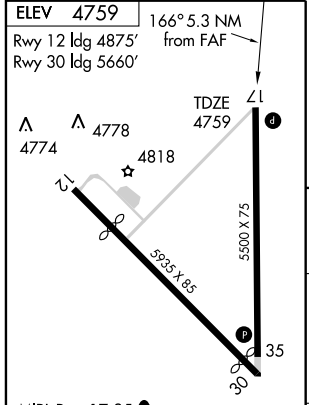
## DELTA MUNI (DTA)

Circling to Rwy 30 NA at night.
NA If local altimeter setting not received, procedure NA.

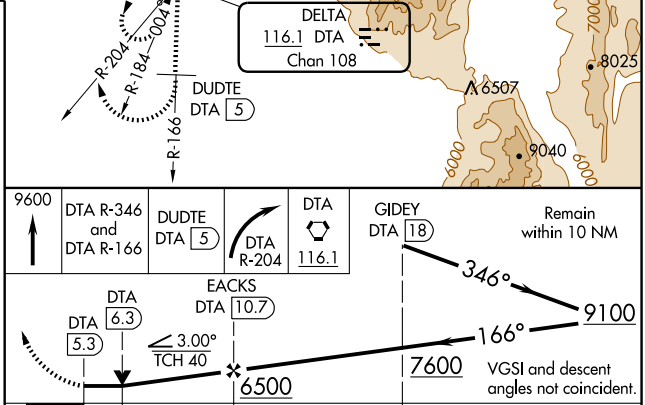
MISSED APPROACH: Climb to 9600 via DTA VORTAC R-346 and R-166 to DUDTE/5 DME and climbing right turn via DTA VORTAC R-204 to DTA VORTAC and hold, continue climb-in-hold to 9600.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 127.75 | 122.1R | 122.8 (CTAF) L |




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 5100-1 341 (400-1) | | | |
| CIRCLING | 5140-1 381 (400-1) | 5220-1 461 (500-1) | 5220-1½ 461 (500-1½) | 5320-2 561 (600-2) |

SW-4. 14 JAN 2010 to 11 FEB 2010

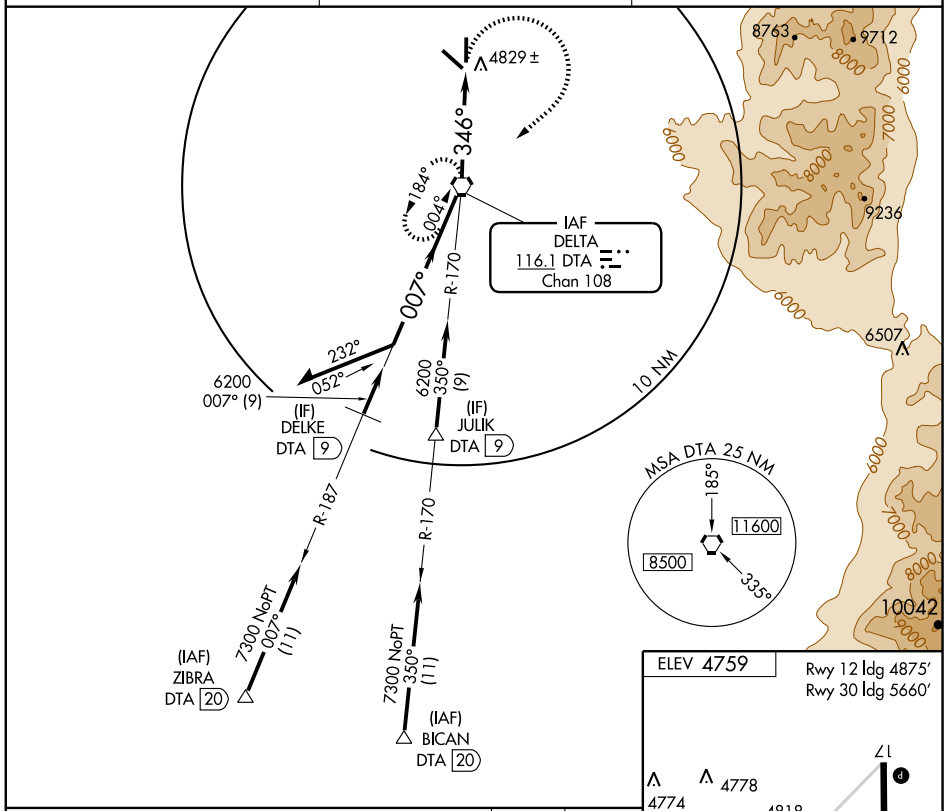
| VORTAC DTA | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 116.1 | 346° | TDZE | 4758 |
| Chan 108 | | Apt Elev | 4759 |

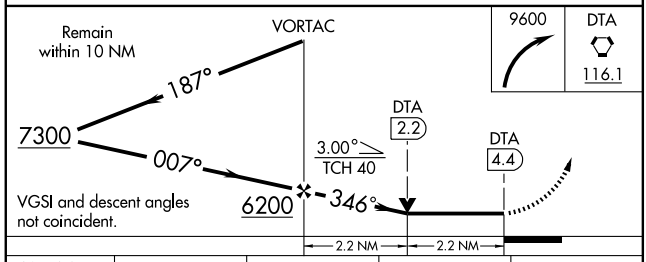
# VOR RWY 35
## DELTA MUNI (DTA)

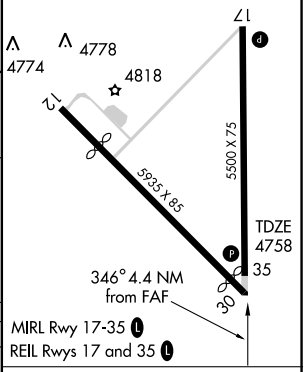
Circling to Rwy 30 NA at night.
If local altimeter setting not received, procedure, NA.

MISSED APPROACH: Climbing right turn to 9600 direct DTA VORTAC and hold, continue climb-in-hold to 9600.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 127.75 | 122.1R | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 5500-1<br>742 (800-1) | 5500-1¼<br>742 (800-1¼) | 5500-2¼<br>742 (800-2¼) | 5500-2½<br>742 (800-2½) |
| CIRCLING | 5500-1<br>741 (800-1) | 5500-1¼<br>741 (800-1¼) | 5500-2¼<br>741 (800-2¼) | 5500-2½<br>741 (800-2½) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

SW-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MTU 112.7 Chan 74 | APP CRS 269° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 5826 |
|---|---|---|

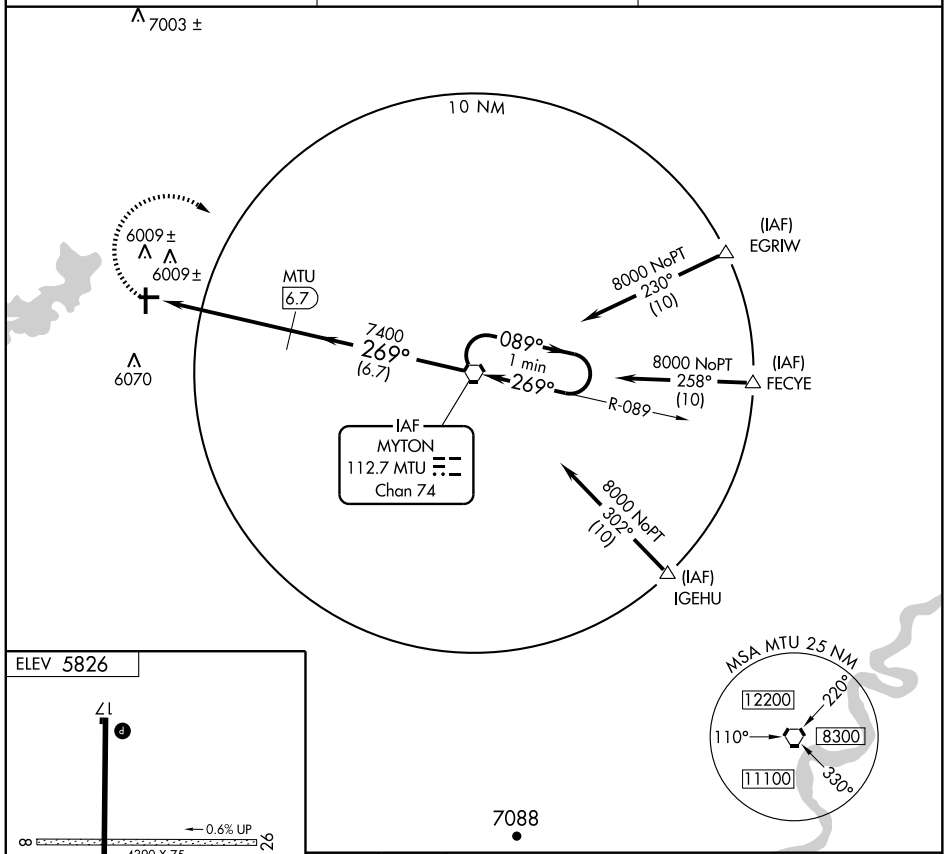
# VOR/DME-A
## DUCHESNE MUNI (U69)

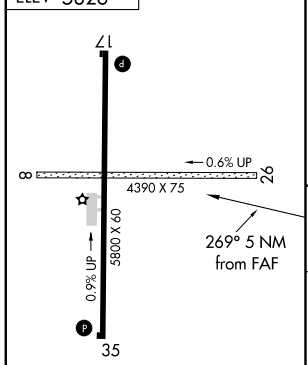
NA

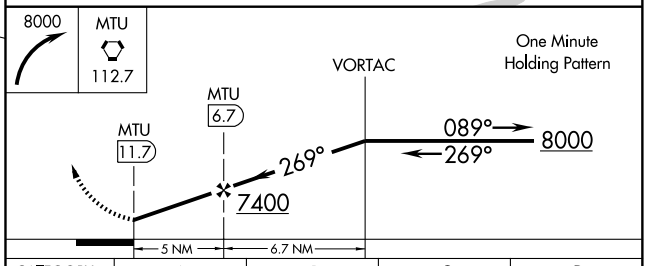
Use Vernal altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 8000 direct MTU VORTAC and hold.

| VERNAL ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.175 | 122.1R | 122.8 (CTAF) L |



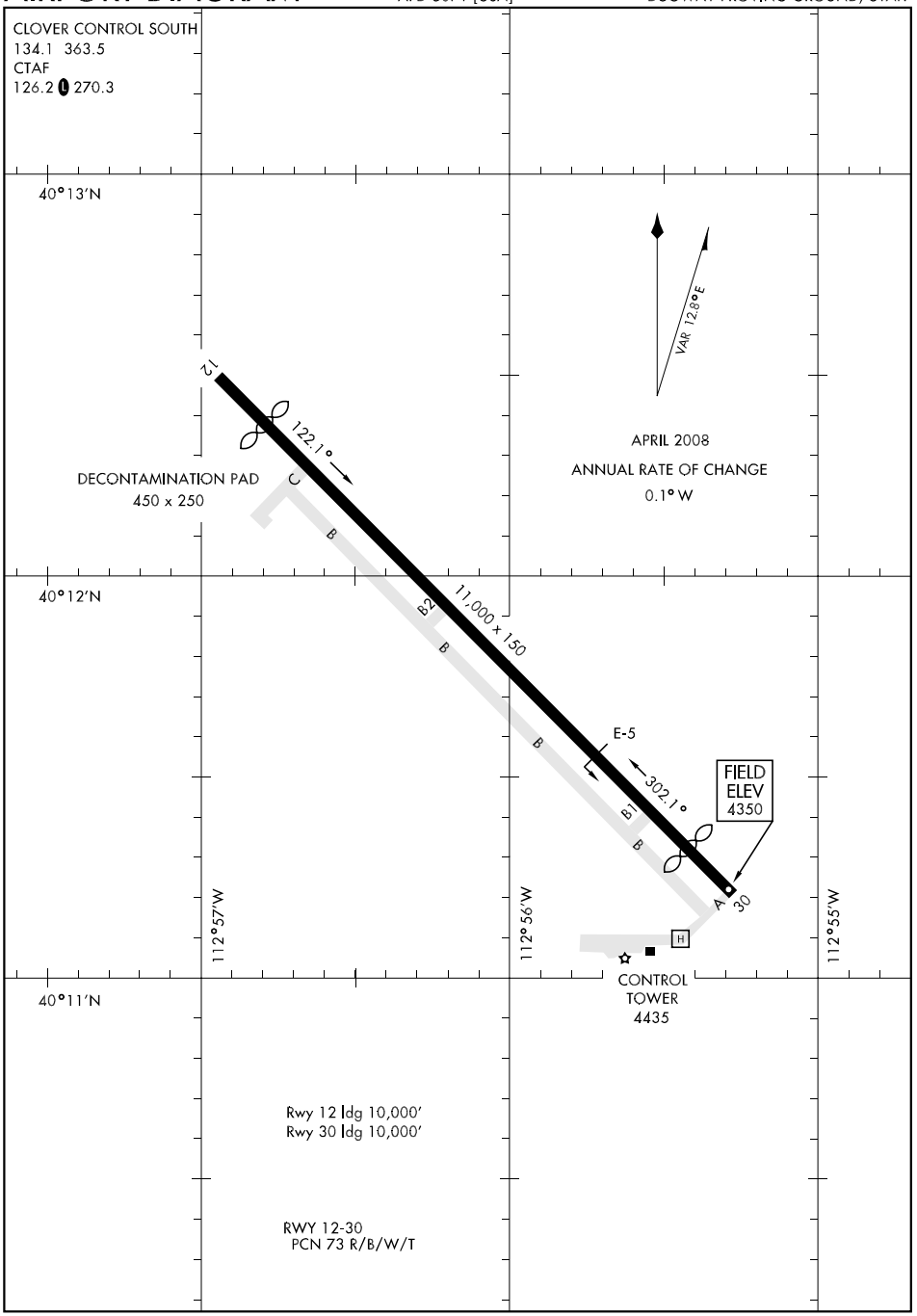




REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6660-1<br>834 (900-1) | 6660-1¼<br>834 (900-1¼) | 6660-2½<br>834 (900-2½) | NA |


CLOVER CONTROL SOUTH
134.1 363.5
CTAF
126.2 270.3
40°13'N
40°12'N
40°11'N
112°57'W
112°56'W
112°55'W
VAR 12.8°E
APRIL 2008
ANNUAL RATE OF CHANGE
0.1° W
DECONTAMINATION PAD
450 x 250
12
122.1°
C
B
B2
11,000 x 150
B
B
E-5
302.1°
B1
B
FIELD
ELEV
4350
A
30
H
CONTROL
TOWER
4435
Rwy 12 ldg 10,000'
Rwy 30 ldg 10,000'
RWY 12-30
PCN 73 R/B/W/T

# COPTER NDB 080°

| NDB DPG 284 | APCH CRS 080° | Rwy ldg 10,000<br>TDZE N/A<br>Arpt Elev 4350 | AL-5071 [USA] | MICHAEL AAF (KDPG) |
|---|---|---|---|---|

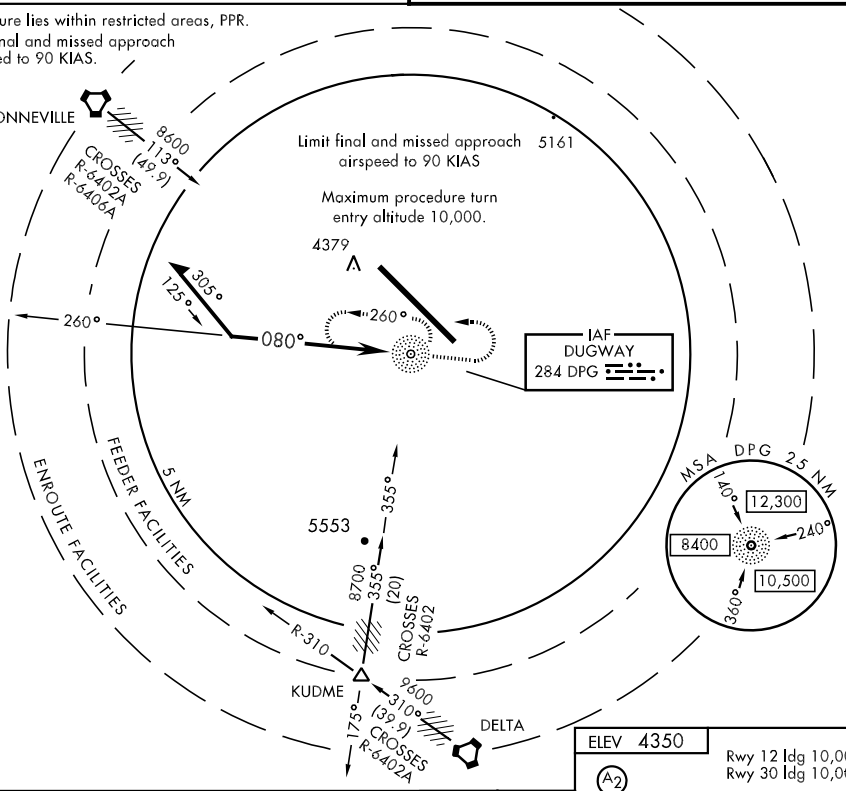
T
A NA

* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

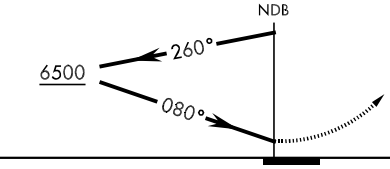
MISSED APPROACH: Climbing left turn to 6500 in DPG NDB holding pattern.

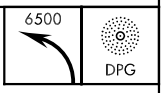
| CLOVER CON | CTAF |
|---|---|
| 134.1 363.5 | 126.2 L 270.3 |

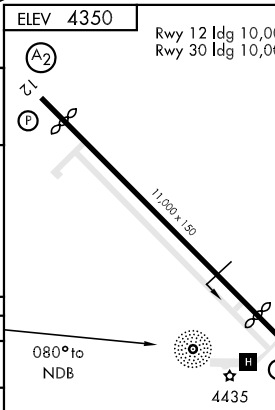
Procedure lies within restricted areas, PPR.
Limit final and missed approach airspeed to 90 KIAS.




Remain within 5 NM of DPG NDB




| CATEGORY | COPTER |
|---|---|
| H-080° | 5160-1 809 (900-1) |
| * WENDOVER ALTIMETER SETTING MINIMUMS | |
| H-080° | 5320-1 969 (1000-1) |

| NDB DPG 284 | APCH CRS 082° | Rwy ldg 10,000<br>TDZE N/A<br>Arpt Elev 4350 | AL-5071 [USA] | MICHAEL AAF (KDPG) |
|---|---|---|---|---|

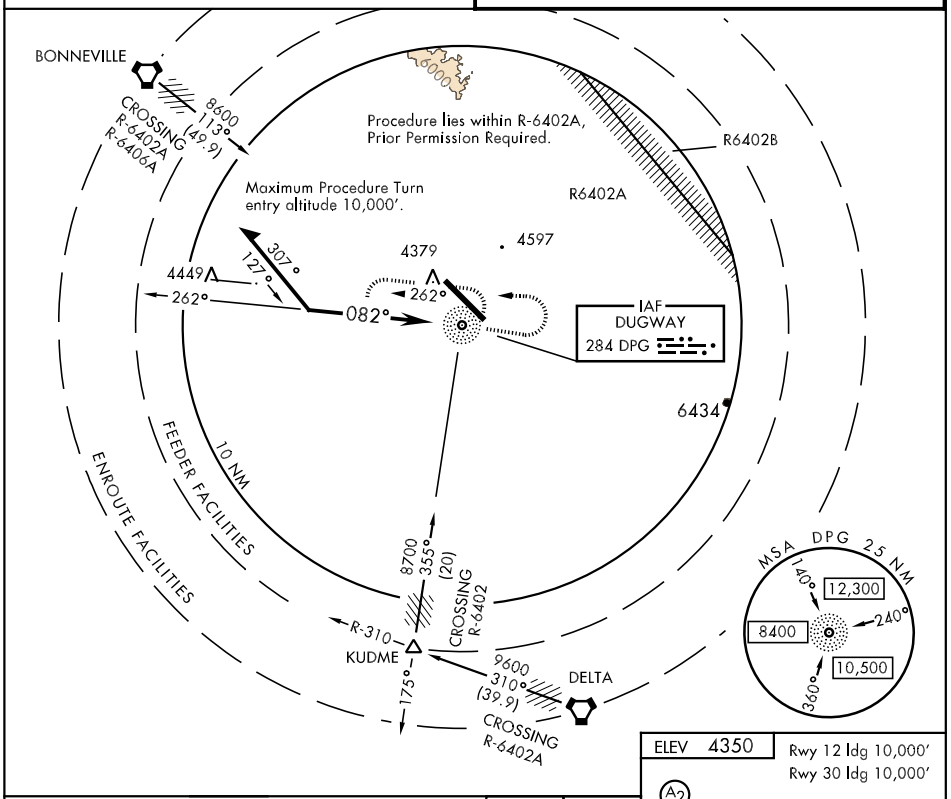
T

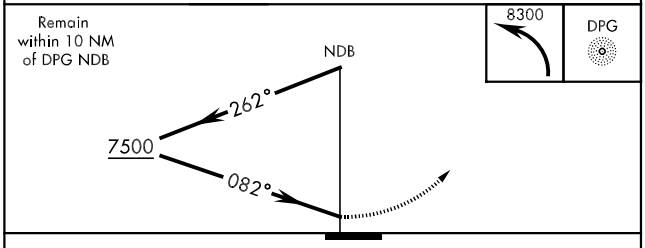
A NA

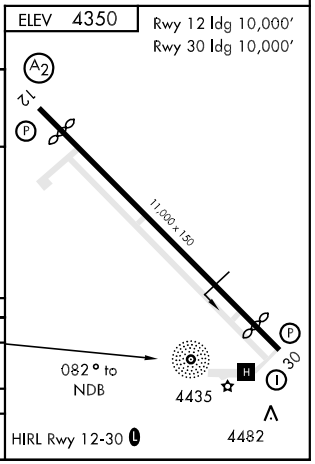
* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

MISSED APPROACH: Climbing left turn to 8300 in DPG NDB holding pattern.

| CLOVER CON | CTAF |
|---|---|
| 134.1 363.5 | 126.2 L 270.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6000-1¼<br>1649 (1700-1¼) | 6000-1½<br>1649 (1700-1½) | 6000-3 1649 (1700-3) | |
| * WENDOVER ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 6160-1¼<br>1809 (1900-1¼) | 6160-1½<br>1809 (1900-1½) | 6160-3 1809 (1900-3) | |

# RNAV (GPS) Y RWY 12

| APCH CRS | Rwy ldg 10,000 |
|---|---|
| 122° | TDZE 4342 |
| | Arpt Elev 4350 |

AL-5071 [USA]

MICHAEL AAF (KDPG)

T NA

* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

SALSF A2

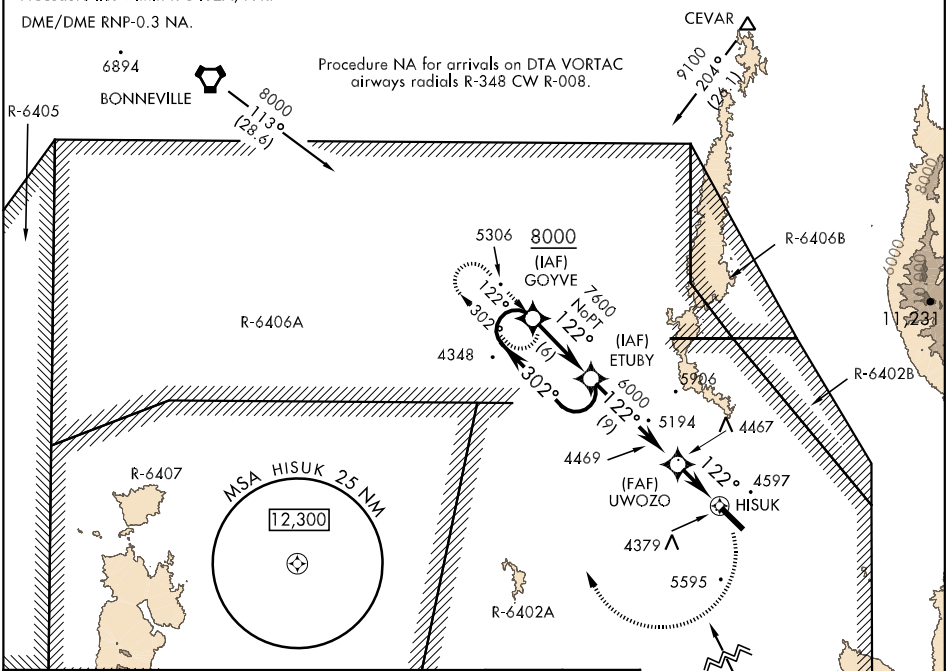
MISSED APPROACH: Climbing right turn to 8000 direct GOYVE and hold.

| CLOVER CON | CTAF |
|---|---|
| 134.1 363.5 | 126.2 270.3 |

Procedure lies within R-6402A, PPR.

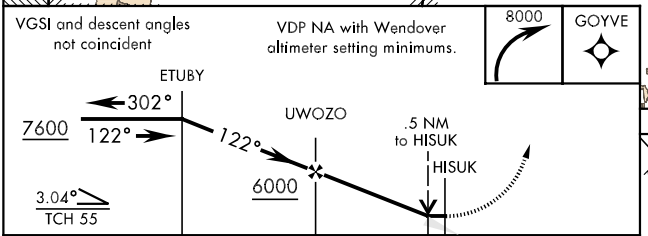
DME/DME RNP-0.3 NA.

Procedure NA for arrivals on DTA VORTAC airways radials R-348 CW R-008.




VGSI and descent angles not coincident

VDP NA with Wendover altimeter setting minimums.

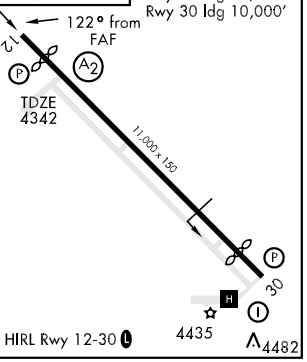



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 4820-1 478 (500-1) | | 4820-1¼ 478 (500-1¼) | 4820-1½ 478 (500-1½) | 5120-2¾ 778 (800-2¾) |
| CIRCLING | 4820-1 469 (500-1) | | 4820-1½ 469 (500-1½) | 4920-2 569 (600-2) | 5900-3 1549 (1600-3) |
| * WENDOVER ALTIMETER SETTING MINIMUMS | | | | | |
| LNAV MDA | 4980-1 638 (700-1) | | 4980-1¾ 638 (700-1¾) | 4980-2 638 (700-2) | 5280-3 938 (1000-3) |
| CIRCLING | 4980-1 629 (700-1) | | 4980-1¾ 629 (700-1¾) | 5060-2¼ 709 (800-2¼) | 6060-3 1709 (1800-3) |

ELEV 4350

Rwy 12 ldg 10,000'
Rwy 30 ldg 10,000'

122° from FAF




HIRL Rwy 12-30 L



SW-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) Z RWY 12

| APCH CRS | Rwy ldg | 10,000 |
|---|---|---|
| 122° | TDZE | 4342 |
| | Arpt Elev | 4350 |

AL-5071 [USA]

MICHAEL AAF (KDPG)

T NA

* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

SALSF A2

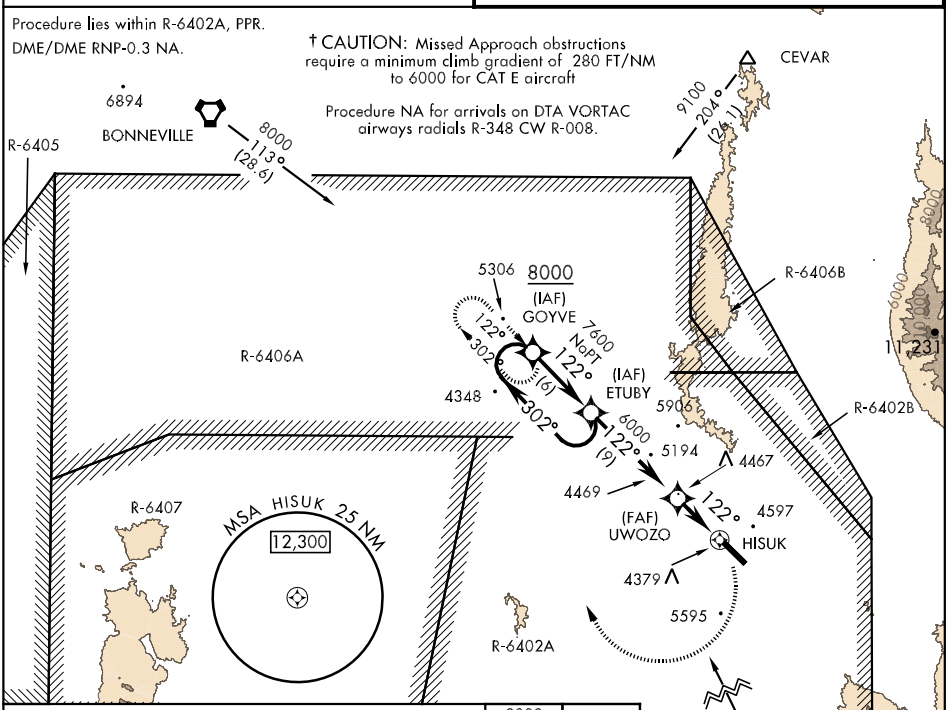
† MISSED APPROACH: Climbing right turn to 8000 direct GOYVE and hold.

| CLOVER CON | CTAF |
|---|---|
| 134.1 363.5 | 126.2 L 270.3 |

Procedure lies within R-6402A, PPR.
DME/DME RNP-0.3 NA.

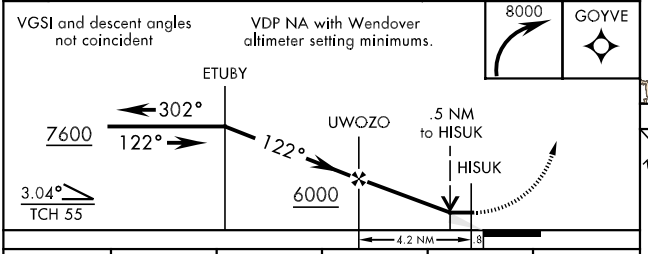
† CAUTION: Missed Approach obstructions require a minimum climb gradient of 280 FT/NM to 6000 for CAT E aircraft

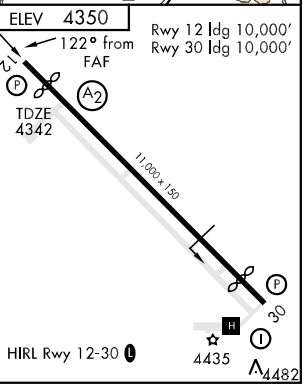
Procedure NA for arrivals on DTA VORTAC airways radials R-348 CW R-008.




VGSI and descent angles not coincident

VDP NA with Wendover altimeter setting minimums.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 4820-1 478 (500-1¼) | | 4820-1¼ 478 (500-1¼) | 4820-1½ 478 (500-1½) | 4820-1¾ 478 (500-1¾) |
| CIRCLING | 4820-1 469 (500-1) | | 4820-1½ 469 (500-1½) | 4920-2 569 (600-2) | 5900-3 1549 (1600-3) |
| * WENDOVER ALTIMETER SETTING MINIMUMS | | | | | |
| LNAV MDA | 4980-1 638 (700-1) | | 4980-1¾ 638 (700-1¾) | 4980-2 638 (700-2) | 4980-2¼ 638 (700-2¼) |
| CIRCLING | 4980-1 629 (700-1) | | 4980-1¾ 629 (700-1¾) | 5060-2¼ 709 (800-2¼) | 6060-3 1709 (1800-3) |



SW-4, 14 JAN 2010 to 11 FEB 2010

# TACAN Y RWY 12

| TACAN Chan | MIJ 79 | APCH CRS 117° | Rwy ldg 10,000 TDZE 4342 Arpt Elev 4350 |
|---|---|---|---|

AL-5071 [USA]

MICHAEL AAF (KDPG)

T NA

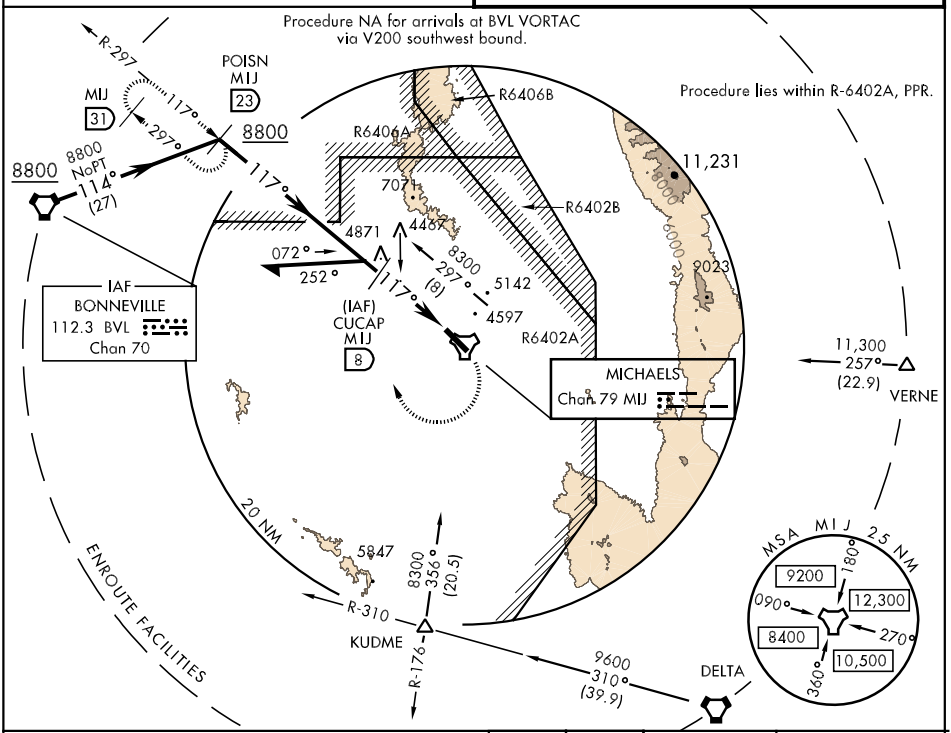
* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

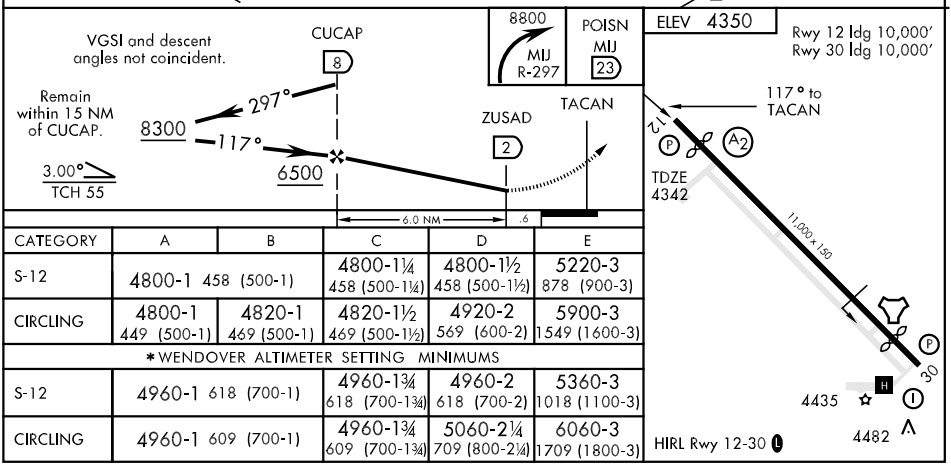
SALSF A2

MISSED APPROACH: Climbing right turn to 8800 via MIJ TACAN R-297 to POISN/23 DME and hold.

CLOVER CON
134.1 363.5

CTAF
126.2 270.3




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12 | 4800-1 458 (500-1) | | 4800-1¼ 458 (500-1¼) | 4800-1½ 458 (500-1½) | 5220-3 878 (900-3) |
| CIRCLING | 4800-1 449 (500-1) | 4820-1 469 (500-1) | 4820-1½ 469 (500-1½) | 4920-2 569 (600-2) | 5900-3 1549 (1600-3) |
| *WENDOVER ALTIMETER SETTING MINIMUMS | | | | | |
| S-12 | 4960-1 618 (700-1) | | 4960-1¾ 618 (700-1¾) | 4960-2 618 (700-2) | 5360-3 1018 (1100-3) |
| CIRCLING | 4960-1 609 (700-1) | | 4960-1¾ 609 (700-1¾) | 5060-2¼ 709 (800-2¼) | 6060-3 1709 (1800-3) |

# TACAN Z RWY 12

| TACAN Chan | MIJ 79 | APCH CRS 117° | Rwy ldg 10,000 TDZE 4342 Arpt Elev 4350 |
|---|---|---|---|

AL-5071 [USA]

MICHAEL AAF (KDPG)

T A NA

* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

SALSF A2

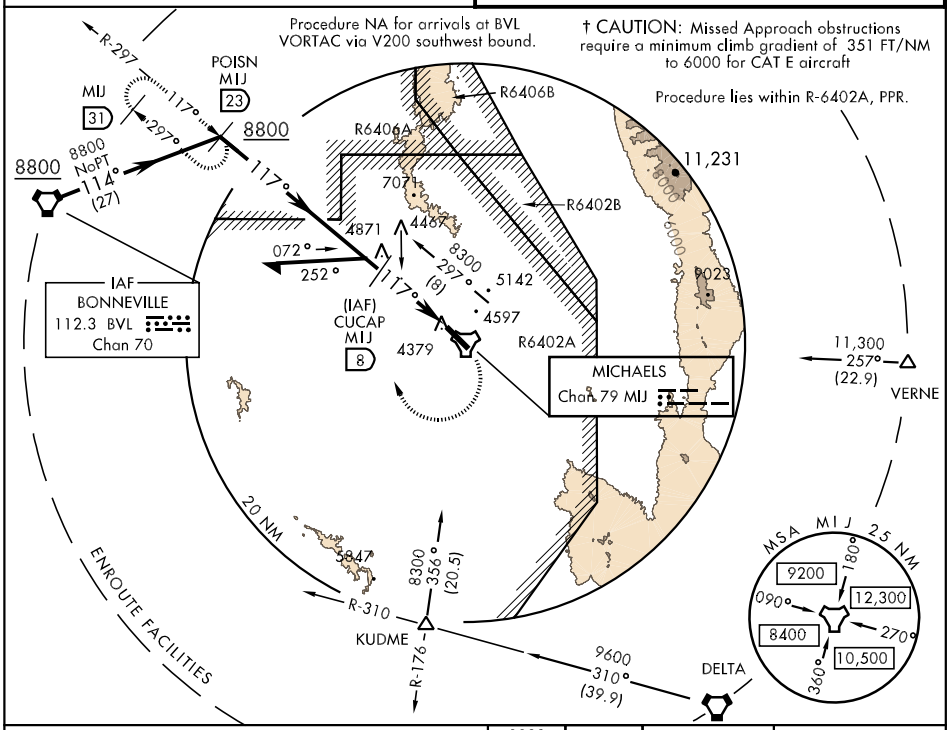
† MISSED APPROACH: Climbing right turn to 8800 via MIJ TACAN R-297 to POISN/23 DME and hold.

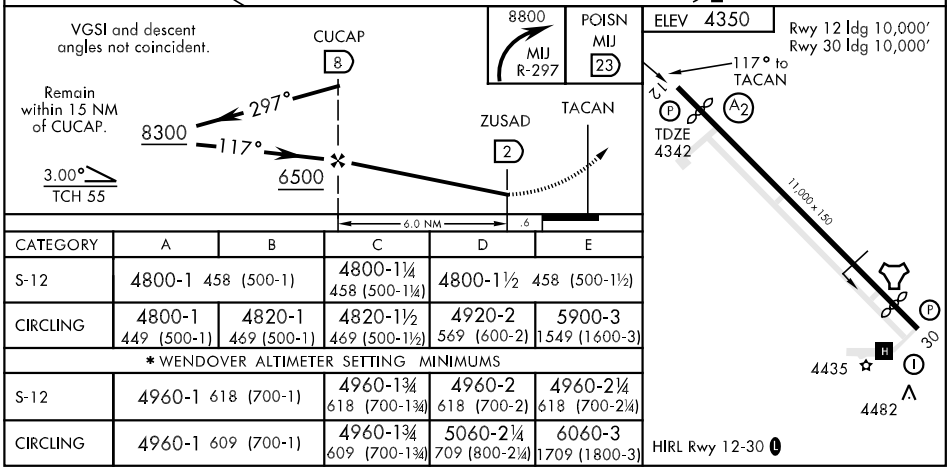
| CLOVER CON | CTAF |
|---|---|
| 134.1 363.5 | 126.2 (L) 270.3 |

Procedure NA for arrivals at BVL VORTAC via V200 southwest bound.

† CAUTION: Missed Approach obstructions require a minimum climb gradient of 351 FT/NM to 6000 for CAT E aircraft

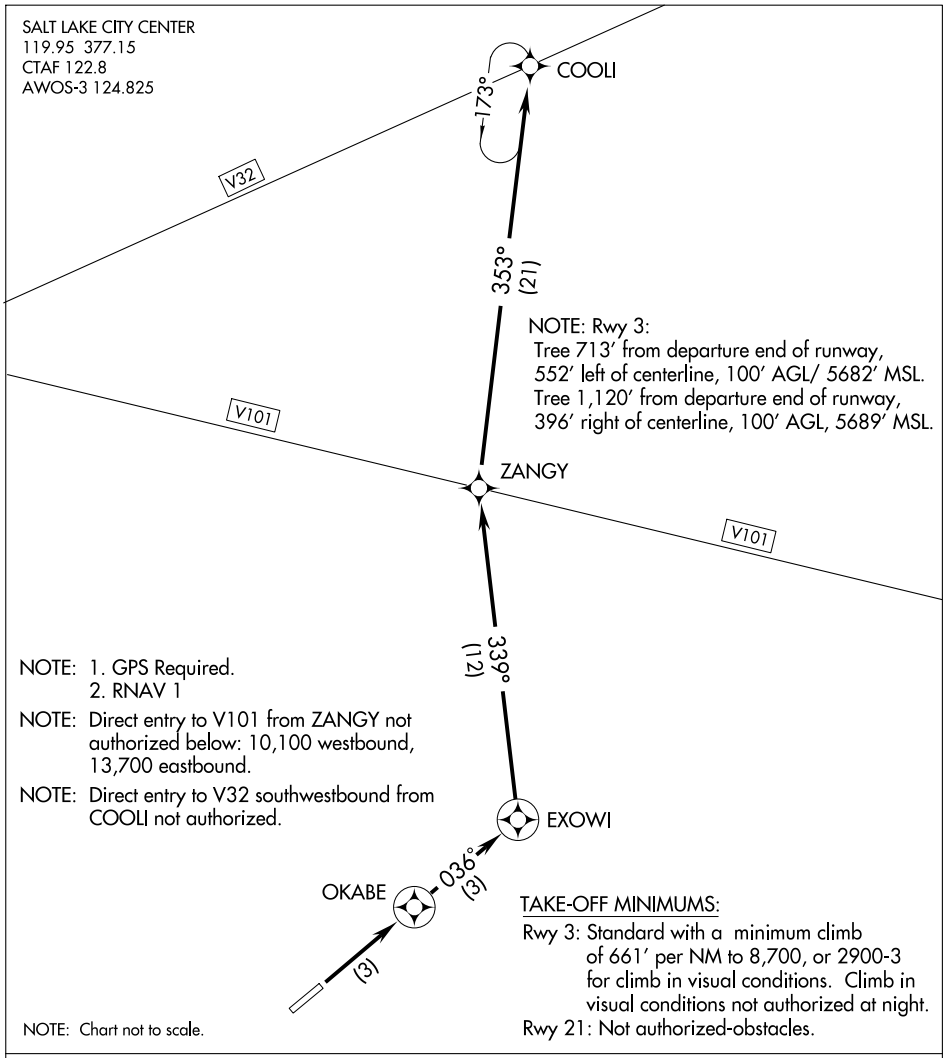
Procedure lies within R-6402A, PPR.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12 | 4800-1 458 (500-1) | | 4800-1¼ 458 (500-1¼) | 4800-1½ 458 (500-1½) | |
| CIRCLING | 4800-1 449 (500-1) | 4820-1 469 (500-1) | 4820-1½ 469 (500-1½) | 4920-2 569 (600-2) | 5900-3 1549 (1600-3) |
| * WENDOVER ALTIMETER SETTING MINIMUMS | | | | | |
| S-12 | 4960-1 618 (700-1) | | 4960-1¾ 618 (700-1¾) | 4960-2 618 (700-2) | 4960-2¼ 618 (700-2¼) |
| CIRCLING | 4960-1 609 (700-1) | | 4960-1¾ 609 (700-1¾) | 5060-2¼ 709 (800-2¼) | 6060-3 1709 (1800-3) |

# COOLI ONE DEPARTURE (RNAV) (OBSTACLE)




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 12,000 (or assigned altitude) direct OKABE and 036° track to EXOWI, Then via depicted route to COOLI, thence...

or climb in visual conditions to cross departure end of runway northeastbound at or above 8,400 direct OKABE and 036° track to EXOWI, then via depicted route to COOLI, thence...

....climb in holding (if required) at COOLI before proceeding via assigned route.

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 176° | TDZE | N/A |
| | Apt Elev | 5637 |

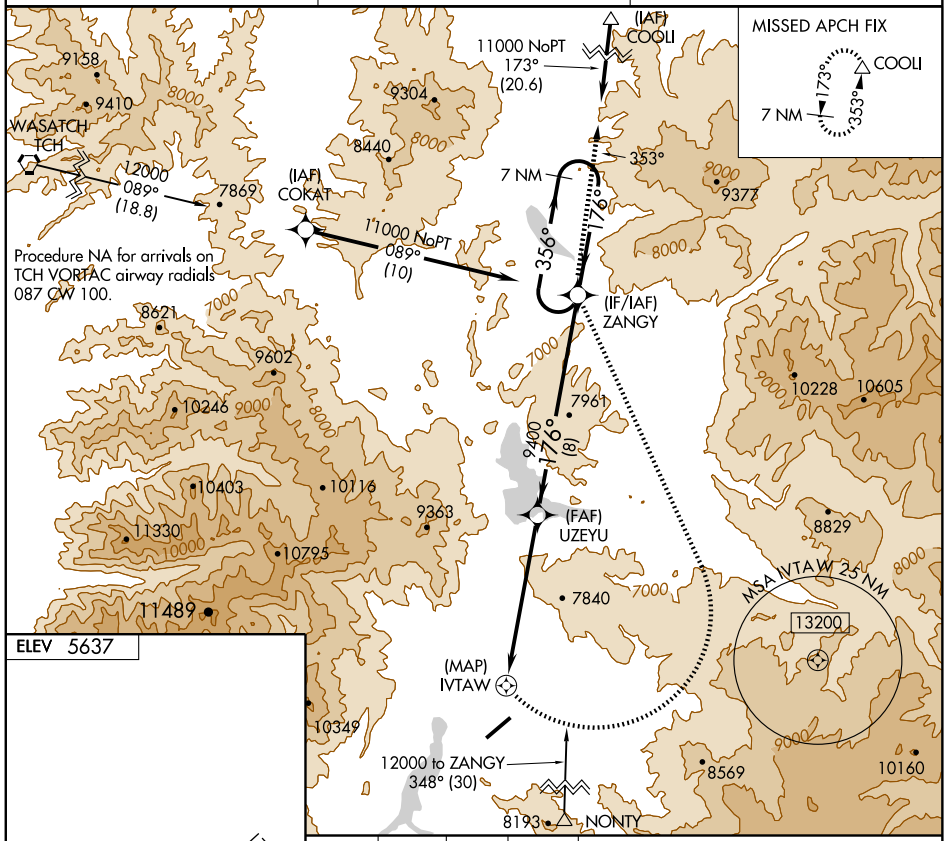
# RNAV (GPS) -A

## HEBER CITY MUNI-RUSS MCDONALD FIELD (36U)

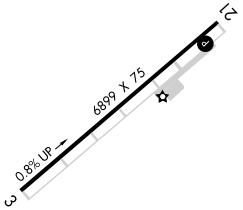
When local altimeter setting not received, procedure NA.
Circling NA south of Rwy 3-21.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 12000 direct ZANGY and via track 353° to COOLI and hold.

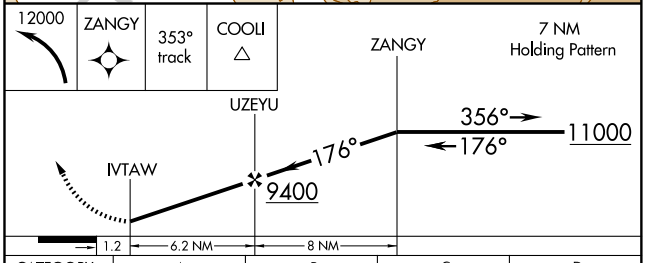
| AWOS-3 | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 124.825 | 119.95 377.15 | 122.8 (CTAF) |




ELEV 5637




MIRL Rwy 3-21




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8280-1½ 2643 (2700-1½) | | NA | |

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 194° | TDZE | N/A |
| | Apt Elev | 5909 |

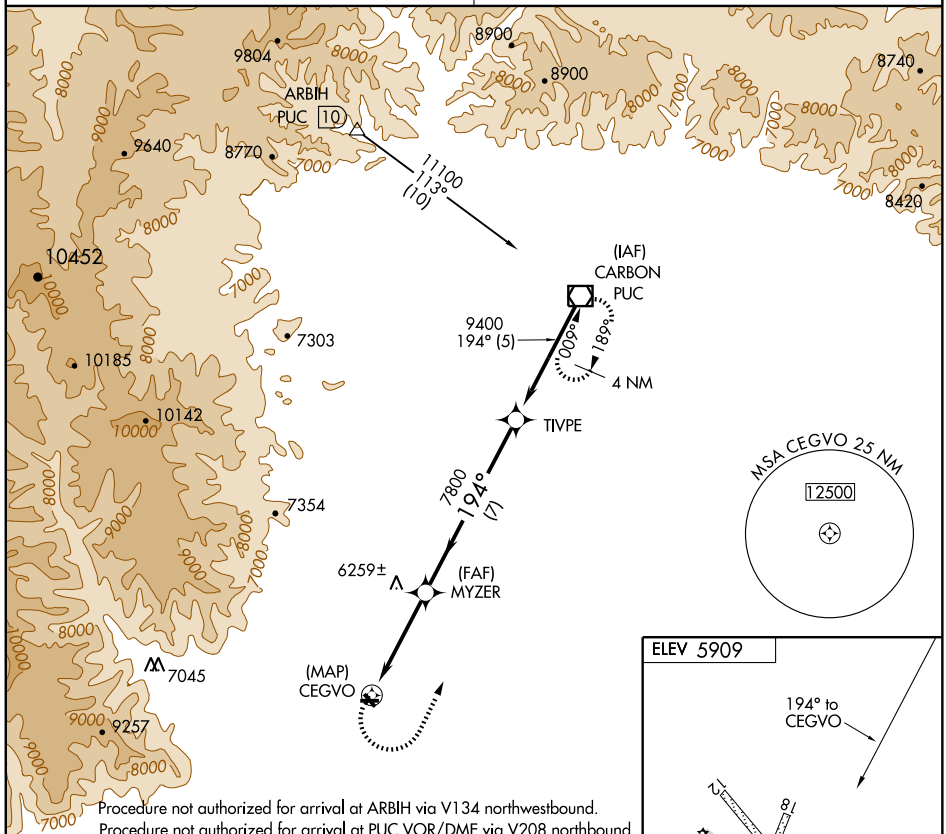
# RNAV (GPS) -C
## HUNTINGTON MUNI (69V)

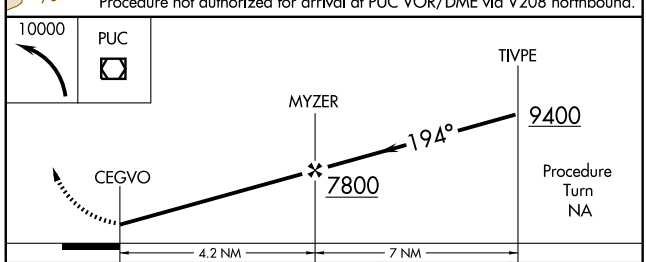
Use Carbon County Rgnl/Buck Davis Field altimeter setting; when not received, procdure NA.
Procedure NA at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

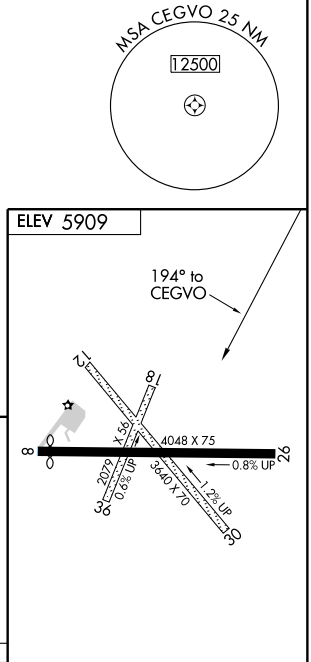
MISSED APPROACH: Climbing left turn to 10000 direct PUC VOR/DME and hold.

| SALT LAKE CENTER | UNICOM |
|---|---|
| 133.9 370.85 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6520-1 611 (700-1) | | 6600-2 691 (700-2) | NA |




MIRL Rwy 8-26 L

SW-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PUC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.5 | 194° | TDZE | N/A |
| Chan 102 | | Apt Elev | 5909 |

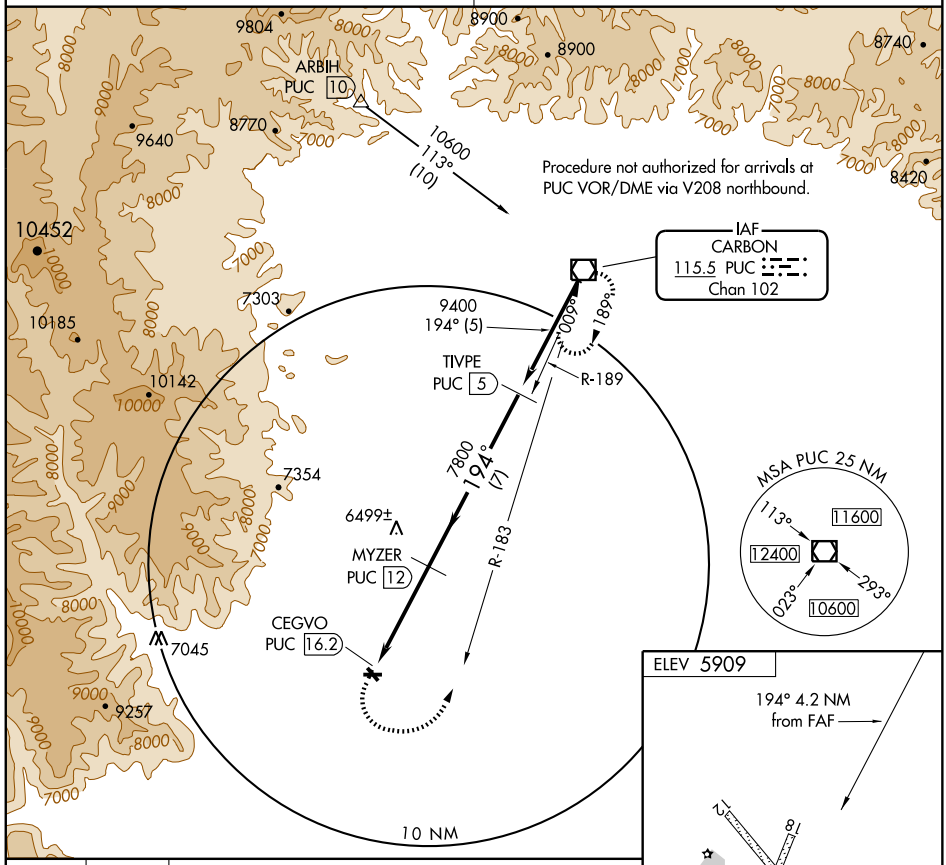
# VOR/DME -B
## HUNTINGTON MUNI (69V)

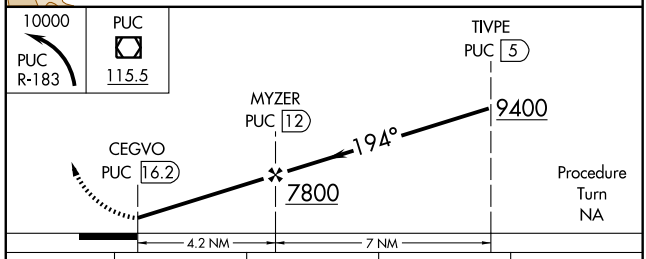
T ▲NA Use Carbon County Rgnl/Buck Davis Field altimeter setting; when not received, procedure not authorized. Circling not authorized at night to Rwy 18, 36, 12, and 30.

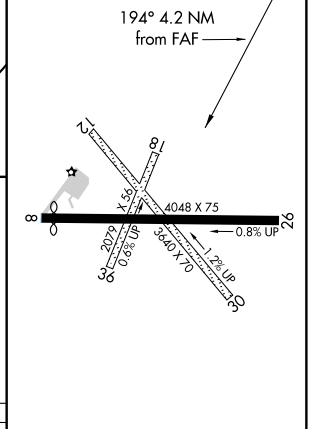
MISSED APPROACH: Climbing left turn to 10000 via PUC VOR/DME R-183 to PUC VOR/DME and hold.

SALT LAKE CENTER
**133.9 370.85**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6620-1 711 (800-1) | | 6620-2 711 (800-2) | NA |

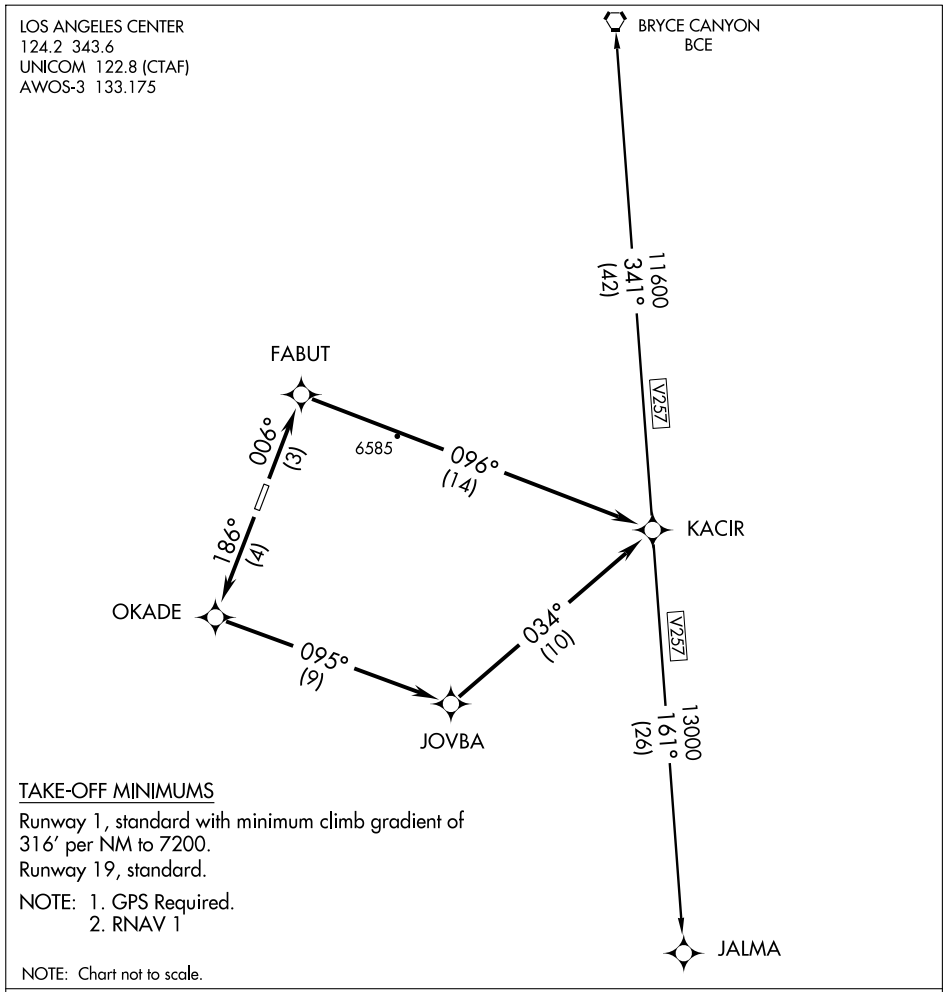
MIRL Rwy 8-26 L

SW-4, 14 JAN 2010 to 11 FEB 2010

# KACIR ONE DEPARTURE (RNAV)

SL-9072 (FAA)

KANAB MUNI (KNB)
KANAB, UTAH




TAKE-OFF MINIMUMS

Runway 1, standard with minimum climb gradient of 316′ per NM to 7200.
Runway 19, standard.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb via 006° course to FABUT WP, then via 096° course to KACIR WP, then via assigned transition/altitude.

TAKE-OFF RUNWAY 19: Climb via 186° course to OKADE WP, then via 095° course to JOVBA WP, then via 034° to KACIR WP, then via assigned transiton/altitude.

BRYCE CANYON TRANSITION (KACIR1.BCE)

JALMA TRANSITION (KACIR1.JALMA)

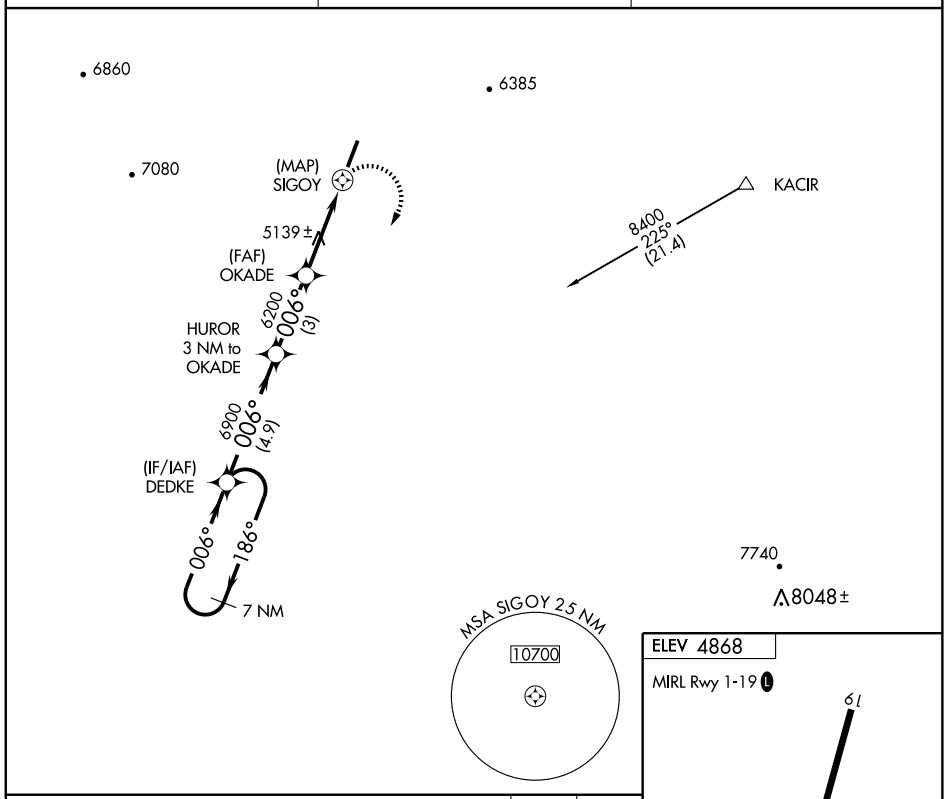
| APP CRS | Rwy ldg | 6193 |
|---|---|---|
| 006° | TDZE | 4831 |
| | Apt Elev | 4868 |

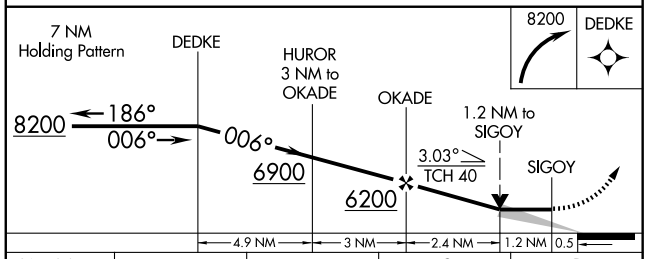
# RNAV (GPS) RWY 1
## KANAB MUNI (KNB)

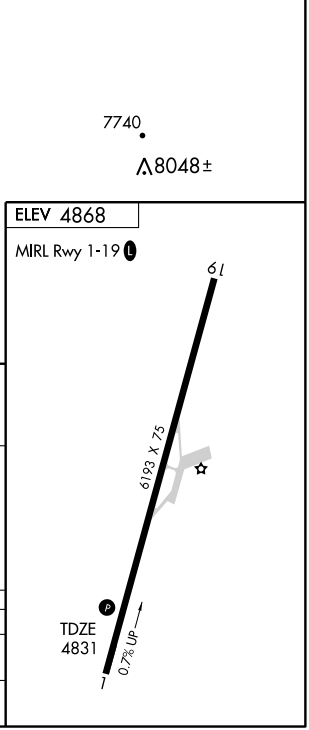
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 8200 direct DEDKE and hold.

| AWOS-3 | LOS ANGELES CENTER | UNICOM |
|---|---|---|
| 133.175 | 124.2 343.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5400-1 569 (600-1) | | 5400-1½ 569 (600-1½) | NA |
| CIRCLING | 5600-1 732 (800-1) | 5960-1½ 1092 (1100-1½) | 6200-3 1332 (1400-3) | NA |

SW-4. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

14 JAN 2010 to 11 FEB 2010

NAME TAKE-OFF MINIMUMS

## BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12,** std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12,** climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21,** climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30,** climb heading 302° and BAM R-324 to 9100 before proceeding on course.

## BEAVER, UT

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA-obstacles. **Rwys 13, 31,** 2600-2¾ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME TAKE-OFF MINIMUMS

## BLANDING, UT

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17,** turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

## BRIGHAM CITY, UT

BRIGHAM CITY (BMC)
AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn heading 205° and OGD R-331 to OGD VORTAC. **Rwy 34,** climbing left turn heading 205° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC.

NOTE: **Rwy 16,** poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

## BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)
AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34,** std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34,** climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16,** multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL. **Rwy 34,** multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

## CARSON CITY, NV

CARSON (CXP)
ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** use JIMPA DEPARTURE.

## CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

## CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2,8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

## CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R,** climbing left turn heading 220°. **Rwys 22L,22R,** climbing left turn heading 190°. **All Aircraft,** continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L,** multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

## CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17,** tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

## COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** NA.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwys 20, 29,** turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

## COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5,35,** climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course. **Rwy 17,** climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23,** climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

## DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. . . . . .07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

## DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12,** NA-terrain. **Rwy 30,** NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17,** climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35,** climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...

...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17,** trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

## DOUGLAS BISBEE, AZ
BISBEE- DOUGLAS INTL
DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C,D turbojets climb not to exceed 250 kts. to 8000.

## DUCHESNE, UT
DUCHESNE MUNI
DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

## ELKO, NV
ELKO RGNL
TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.
DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...
**Rwy 23,** (V32 Southwest) climb to 6000, then climbing left turn heading 200°to intercept BQU R-241 (V32).
**Rwy 23,** all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then...
climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

## ELY, NV
ELY AIRPORT-YELLAND FIELD
TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.
DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept . ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

## FALLON, NV
FALLON MUNI
TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 4300.
DEPARTURE PROCEDURE: **Rwy 21**, turn right.
**Rwys 3,13,31**, turn left. All departures climb via HZN R-075 to HZN VORTAC. Climb in holding pattern (W, right turns, 075° inbound) to depart HZN VORTAC at or above: R-240 CW R-149, 8000; R-150 CW R-239, 9000. Continue climb on course to MEA or assigned altitude.

## FALLON NAS (KNFL)
FALLON, NV
Diverse departures not authorized.

## FLAGSTAFF, AZ
FLAGSTAFF PULLIAM
DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

## FORT HUACHUCA-SIERRA VISTA, AZ
SIERRA VISTA MUNI-LIBBY AAF
TAKE-OFF MINIMUMS: **Rwy 21**, NA.
DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left.
**Rwys 26,30**, turn right. **All aircraft** climb to 9500 to TOMBS Int via FHU VOR R-019 or 018° bearing from DAO NDB.

## GLENDALE, AZ
GLENDALE MUNI
TAKE-OFF MINIMUMS: **Rwy 19,** NA-ATC.
DEPARTURE PROCEDURE: **Rwy 1,** Use DRAKE (RNAV) DEPARTURE.

## GLOBE, AZ
SAN CARLOS APACHE (P13)
ADMT 2 08101 (FAA)
DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

## GOODYEAR, AZ
PHOENIX GOODYEAR
TAKE-OFF MINIMUMS: **Rwy 3,** NA-ATC.
DEPARTURE PROCEDURE: **Rwy 21,** Use POTER DEPARTURE.

## GRAND CANYON, AZ
GRAND CANYON NATIONAL PARK
TAKE-OFF MINIMUMS: **Rwy 3,** NA-environmental.
DEPARTURE PROCEDURE: **Rwy 21,** use GRAND DEPARTURE.

## HEBER CITY, UT
HEBER CITY MUNI-RUSS MCDONALD FIELD
DEPARTURE PROCEDURE: **Rwy 3,** Use COOLI RNAV DEPARTURE.

## HILL AFB (KHIF)
OGDEN, UT
Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

## HUNTINGTON, UT
HUNTINGTON MUNI (69V)
AMDT 2A 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.
DEPARTURE PROCEDURE: **Rwys 8, 12,** climbing left turn direct PUC VOR/DME...
**Rwy 30,** climbing right turn direct PUC VOR/DME....
...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.
NOTE: **Rwy 8,** tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12,** tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL. **Rwy 30,** tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.

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## KANAB, UT

KANAB MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 316' per NM to 7200.

NOTE: Use KACIR ONE RNAV DEPARTURE.

## KINGMAN, AZ

KINGMAN

TAKE-OFF MINIMUMS: **Rwys 3,17,21,35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

## LAGUNA AAF (LGF)

YUMA PROVING GROUND, AZ (03247)

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

## LAKE HAVASU CITY, AZ

LAKE HAVASU CITY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32,** 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32,** climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14,** obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32,** obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmision tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

## LAS VEGAS, NV

HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R,** Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R,** Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R,** climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R,** climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L,** tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R,** tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (KLAS)

TAKE-OFF MINIMUMS: **Rwy 25R,** 200-1 or std. with a min. climb of 220' per NM to 2400.

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climbing right turn direct BLD VORTAC. **Rwys 7L, 7R,** climb via heading 075° to 3400 then climbing right turn direct BLD VORTAC. **Rwys 19L, 19R,** climbing left turn via heading 120° and BLD VORTAC R-257 to BLD VORTAC. **Rwys 25L, 25R,** climb via heading 255° to 2700 then climbing right turn direct BLD VORTAC.

NOTE: **Rwy 1L,** multiple poles, tree, and building 450' from departure end of runway, 283' left of centerline, up to 174' AGL/2132' MSL. Obstruction light on WSK 248' from departure end of runway, 224' right of centerline, 15' AGL/2104' MSL. **Rwy 1R,** multiple sign and building 1331' from departure end of runway, 448' right of centerline, up to 100' AGL/2120' MSL. **Rwy 7L,** multiple poles and trees 747' from departure end of runway, 442' right of centerline, up to 62' AGL/2062' MSL. Tree 1257' from departure end of runway, 789' left of centerline, 65' AGL/2077' MSL. **Rwy 7R,** lighted WSK 126' from departure end of runway, 290' right of centerline, 25' AGL/2051' MSL. **Rwy 19L,** multiple poles, sign and building 1394' from departure end of runway, 320' right of centerline, up to 51' AGL/2256' MSL. **Rwy 19R,** multiple poles, sign, and building 197' from departure end of runway, 125' right of centerline, up to 51' AGL/2256' MSL. Multiple pole and building 1396' from departure end of runway, 356' left of centerline, up to 47' AGL/2262' MSL. **Rwy 25L,** multiple poles, sign, and building 1003' from departure end of runway, 251' left of centerline, up to 63' AGL/2256' MSL. **Rwy 25R,** multiple poles and road 675' from departure end of runway, 17' right of centerline, up to 100' AGL/2301' MSL. Multiple poles and buildings 533' from departure end of runway, 1' left of centerline, up to 150' AGL/2469' MSL.

NORTH LAS VEGAS (VGT)

AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

## LOGAN, UT

LOGAN-CACHE (LGU)
AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28 ,**NA-obstacles.
DEPARTURE PROCEDURE: **Rwys 17, 35,** use ORNEY DEPARTURE.

## LOVELOCK, NV

DERBY FIELD (LOL)
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.
DEPARTURE PROCEDURE: **Rwy 1,** turn right.
**Rwys 7,19,25,** turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

## LUKE AFB (KLUF)

GLENDALE, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.
Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.
**TAKE-OFF OBSTACLES:**
**RWY 3L:** Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.
**RWY 21L:** Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

## MESA, AZ

FALCON FIELD

TAKE-OFF MINIMUMS: **Rwys 4L,4R,** std. with a min. climb of 459' per NM to 3600, or 1100-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 4L, 4R,** climbing left turn to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound. For climb in visual conditions cross FFZ NDB at or above 2300 then proceed via 220° bearing to PXR R-143 southeast bound. **Rwy 22L, 22R,** climb to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound.
NOTE: **Rwy 4L,** light standard 416' from departure end of runway, 415' left of centerline, 48' AGL/1428' MSL. Obstacle light on building 1313' from departure end of runway, 424' left of centerline, 54' AGL/1434' MSL. **Rwy 4R,** light standard 514' from departure end of runway, 565' right of centerline, 48' AGL/1441' MSL. Tree 1097' from departure end of runway, 650' right of centerline, 50' AGL/1448' MSL. Tree 1060' from departure end of runway, 359' right of centerline, 50' AGL/1451' MSL. **Rwy 22L,** light pole 254' from departure end of runway, 538' right of centerline, 13' AGL/1382' MSL. Windmill 691' from departure end of runway, 528' right of centerline, 30' AGL/1389' MSL. Windmill 715' from departure end of runway, 603' right of centerline, 30' AGL/ 1389' MSL. Light pole 68' from departure end of runway, 764' right of centerline, 13' AGL/ 1382' MSL. Tree 175' from departure end of runway, 826' right of centerline, 13' AGL/ 1383' MSL. **Rwy 22R,** light pole 296' from departure end of runway, 541' right of centerline 13' AGL/1400' MSL. Light pole 495' from departure end of runway, 187' right of centerline, 13' AGL/ 1382' MSL. LIght pole 594' from departure end of runway, 65' right of centerline, 13' AGL/1382' MSL.

## MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1,** 900-3, or std. with a min. climb of 620' per NM to 2400.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn, **Rwy 19,** climbing right turn. **All aircraft** climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

## MICHAEL AAF (KDPG),

DUGWAY PROVING GROUND,UT

..... . . . . .Amdt 1, 09099
**Rwy 12**, 4700-3*

* Or standard with minimum climb of 305 ft/NM to 6100.
DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

14 JAN 2010 to 11 FEB 2010

## MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.

DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34,** climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

## MINDEN, NV

MINDEN-TAHOE

TAKE-OFF MINIMUMS: **Rwys 12,16,30,** NA. **Rwy 34,** 4000-3 or std. with a min. climb of 531' per NM to 8700.

DEPARTURE PROCEDURE: **Rwy 34,** use MINDEN RNAV DEPARTURE.

## MOAB,UT

CANYONLANDS FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21,** std. with a min. climb of 330' per NM to 5400.

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.

NOTE: **Rwy 3,** tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21,** pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

## NELLIS AFB (KLSV)

LAS VEGAS, NV 08241

**Rwy 3L/R,** 10,200-3* SR-SS
**Rwy 21L/R,** 10,200-3* SR-SS
Diverse departure not authorized.

MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.

* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.

TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.

**RWY 21R**: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

## NOGALES, AZ

NOGALES INTL (OLS)
AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

## OGDEN, UT

OGDEN-HINCKLEY (OGD)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,16,** NA- Obstacles.

DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34,** Use EMONT DEPARTURE.

## PAGE, AZ

PAGE MUNI (PGA)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA – obstacles **Rwy 15,** 300-1 or std. w/ min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33,** climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15,** terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

## PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

## PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24,** std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24,** bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

## PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)
AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8,** climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26,** climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L,** building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R,** rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8,** light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L,** light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26,** light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline,406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY

TAKE-OFF MINIMUMS: **Rwys 30L,30C,30R,** CAT C,D,E 2000-2 or std. with a min. climb of 230' per NM to 3900.

DEPARTURE PROCEDURE: **Rwys 12L,12C,12R,** climb to 2500 via IWA R-122 then climbing right turn direct PXR VORTAC. **Rwys 30L,30C,30R,** climbing right turn to 4000 via IWA R-122 then climbing right turn direct PXR VORTAC.

## PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L,** 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R,** NA.

DEPARTURE PROCEDURE: **Rwy 3R,** turn left heading 250° to intercept DRK R-305. **Rwy 12,** turn right direct DRK VORTAC. **Rwy 21L,** turn right heading 335° to intercept DRK R-305. **Rwy 30,** climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

## PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - per flight check **Rwy 32,** std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb on a heading between 126° CW to 193°, thence...**Rwy 18**, climb on a heading between 192° CCW to 125°, thence...**Rwy 25,** climb on a heading between 176° CCW to 124°, thence... **Rwy 32,** climb to 7000 then climbing left turn on a heading between 175° CCW to 145°,thence...**Rwy 36,** climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence...

...continue climb to assigned altitude for direction of flight. **Rwys 32, 36,** for climb in visual conditions cross Carbon County Rgnl / Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839 ' MSL. **Rwy 25,** trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32,** trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36,** poles 2599' from DER, 615' left of centerline, 40' AGL/6079 ' MSL. Poles 2715 ' from DER, 668' right of centerline, 59' AGL/6098' MSL.

## PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

## RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8,14,** 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26,** 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32,** 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32,** climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14,** left turn climb direct FMG VORTAC. **Rwy 26,** climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

## RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L,** std. w/ min. climb of 730' per NM to 8000, or 600-1¼ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R,** std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25,** std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L,** std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R,** std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R,** climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .**Rwy 25,** climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . . **Rwys 34L/R,** climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .

. . .**All aircraft:** continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L,** multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R,** multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25,** multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L,** multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R,** multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, upt o 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

## RICHFIELD, UT

RICHFIELD MUNI (RIF)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** use RICHFIELD (RNAV) DEPARTURE. **Rwy 19,** use HAMET (RNAV) DEPARTURE.

## ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25,** 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7,** turn right. **Rwy 25,** turn left. **All aircraft,** climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

## SAFFORD, AZ

SAFFORD RGNL

TAKE-OFF MINIMUMS: IFR departure not authorized.

## ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296 inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

## ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32,** climbing right turn, **Rwys 14, 21,** climbing left turn. **All aircraft,** climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE,right turns,239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14,** 5790' tower 350' right abeam departure end of runway.

## SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)
AMDT 10 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA, operational.

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17,** climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwys 34L, 34R,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35,** climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 16L,** vehicle 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17,** vehicles beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 34R,** post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35,** post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34,** std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16,** climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34,** climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

## SCOTTSDALE, AZ

SCOTTSDALE (SDL)
AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn to 4000 via heading 220° and PXR VORTAC R-336 southeast bound to PXR VORTAC. Thence...

Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course. **Rwy 21,** climbing right turn to 4000 via heading 300° and PXR VORTAC R-336 northwest bound then left turn direct PXR VORTAC. Thence...

Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course.

...continue climb on course.

NOTE: **Rwy 3,** multiple light standards beginning 63' from departure end of runway, 445' left of centerline, up to 44' AGL/1554' MSL. Hoist on dike 878' from departure end of runway, 735' left of centerline, 51' AGL/1561' MSL. Dike beginning 1066' from departure end of runway, 316' left of centerline, 38' AGL/1548' MSL. Day marker on dike 1230' from departure end of runway, 5' left of centerline, 39' AGL/1549' MSL. Tree, 269' from departure end of runway, 490' left of centerline, 13' AGL/1523' MSL. Tree 51' from departure end of runway, 279' left of centerline, 6' AGL/1516' MSL. Tree 765' from departure end of runway, 115' left of centerline, 22' AGL/1532' MSL. Road beginning 647' from departure end of runway, 296' left of centerline, 19' AGL/1529' MSL. Tree 227' from departure end of runway, 97' left of centerline, 6' AGL/1516' MSL. Fence beginning 5' from departure end of runway, 338' right of centerline, 6' AGL/1511' MSL. Light standard, 1013' from departure end of runway, 430' right of centerline, 44' AGL/1552' MSL. **Rwy 21,** tree 1072' from departure end of runway, 426' right of centerline, 53' AGL/1497' MSL. Building 316' from departure end of runway, 537' right of centerline, 23' AGL/1467' MSL. Tree 2087' from departure end of runway, 418' left of centerline, 61' AGL/1505' MSL. Tree 1432' from departure end of runway, 438' right of centerline, 38' MSL/1482' MSL. Tree 2234' from departure end of runway, 559' left of centerline, 58' AGL/1502' MSL.

## SEDONA, AZ

SEDONA (SEZ)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 21,** Use OATES RNAV DEPARTURE.

## SHOW LOW, AZ

SHOW LOW RGNL

DEPARTURE PROCEDURE: **Rwys 3,6**, turn left. **Rwys 21,24**, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

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## SPRINGERVILLE, AZ

SPRINGERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 21,** 1000-2 or std. with a min. climb of 360' per NM to 8400.

DEPARTURE PROCEDURE: **Rwys 3, 11,** climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29,** climbing right turn to 8400 via 360° before proceeding on course.

## TAYLOR, AZ

TAYLOR MUNI

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 248' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 3/21,** climb on runway heading to 8000 before turning on course.

## TONOPAH, NV

TONOPAH

TAKE-OFF MINIMUMS: **Rwys 11,29**, NA. **Rwys 15,33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

## TOOELE, UT

BOLINDER FIELD-TOOELE VALLEY

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 490' per NM to 11000. **Rwy 35,** std. with a min. climb of 360' per NM to 9000.

DEPARTURE PROCEDURE: Use STACO DEPARTURE.

NOTE: **Rwy 17,** tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

## TUCSON, AZ

MARANA RGNL

TAKE-OFF MINIMUMS: **Rwys 3, 12,** N/A-Obstacles

DEPARTURE PROCEDURE: **Rwy 21,** climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30,** climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

NOTE: **Rwy 21,** road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD

DEPARTURE PROCEDURE: **Rwy 6R,** turn right; **Rwy 24L**, turn left direct to Ryan NDB. Continue climb in holding pattern (W, right turn 090° inbound) to 5000 before proceeding on course.

## TUCSON, AZ (CON'T)

TUCSON INTL (TUS)

AMDT 4A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 228' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 3, 29L,29R,** climbing right turn direct to TUS VORTAC. **Rwys 11L,11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21,** climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.

NOTE: **Rwy 3,** tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

## VERNAL, UT

VERNAL RGNL

TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 pr std. with a min. climb of 330' per NM to 7000'.

DEPARTURE PROCEDURE: **Rwys 7,34**, turn right. **Rwys 16,25**, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

## WENDOVER, UT

WENDOVER

TAKE-OFF MINIMUMS: **Rwy 26,** standard wit h a min. climb of 300' per NM to 7000. **Rwy 30**, NA.

DEPARTURE PROCEDURE: **Rwys 8,12, 26,** climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

## WILLCOX, AZ

COCHISE COUNTY

DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. **All aircraft** climb direct CIE VORTAC.

14 JAN 2010 to 11 FEB 2010

## WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20,** 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2,** terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20,** trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

## WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right. **Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

## YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ . . . . . 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

**Rwy 3L:** Cross DER at or above 35' AGL/228' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 3R:** Cross DER at or above 35' AGL/242' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 21L:** Cross DER at or above 35' AGL/223' MSL. Diverse departures auth.

**Rwy 21R:** Cross DER at or above 35' AGL/227' MSL. Diverse departures auth.

**Rwy 8:** Cross DER at or above 35' AGL/231' MSL. Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

**Rwy 26:** Cross DER at or above 35' AGL/230' MSL. Diverse departures auth.

**Rwy 17:** Cross DER at or above 35' AGL/217' MSL. Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

**Rwy 35:** Cross DER at or above 35' AGL/231' MSL. Diverse departures auth.

LOGAN, UTAH

AL-663 (FAA)

# ILS or LOC/DME RWY 17

LOGAN-CACHE (LGU)

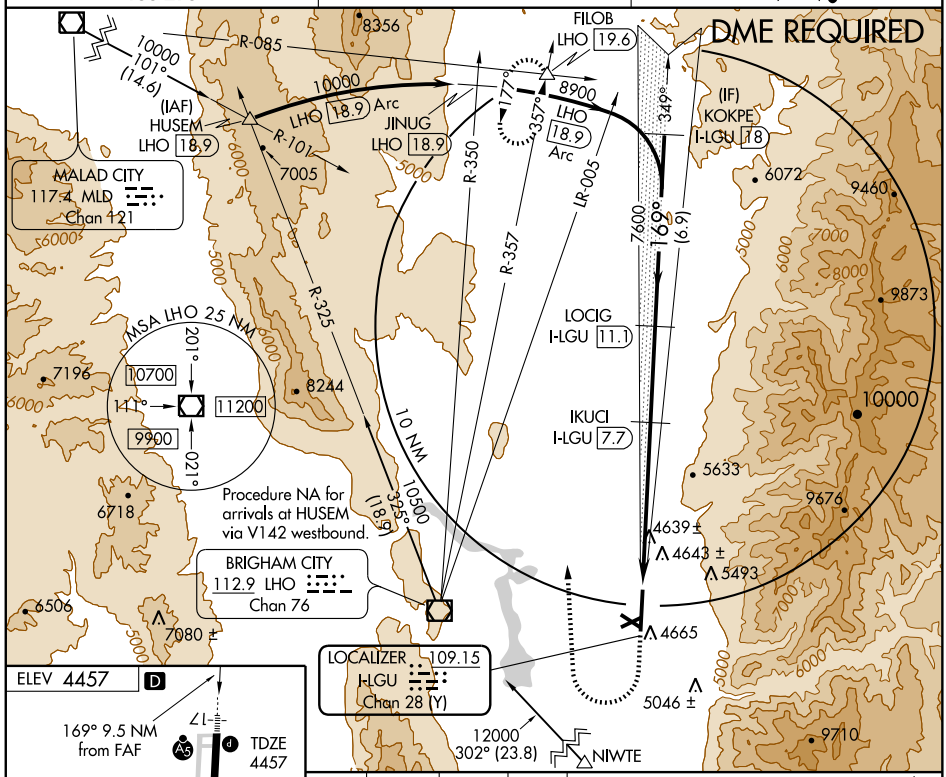
| LOC/DME I-LGU | APP CRS | Rwy ldg | 9095 |
|---|---|---|---|
| 109.15 | 169° | TDZE | 4457 |
| Chan 28 (Y) | | Apt Elev | 4457 |

Circling NA east of Rwy 17-35.
Circling to Rwy 10-28 NA at night.
Inoperative table does not apply.

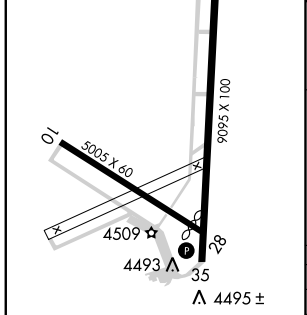
MALSR

MISSED APPROACH: Climb to 5800 then climbing right turn to 14000 via heading 340° and LHO VOR/DME R-357 to FILOB INT/LHO 19.6 DME and hold, continue climb-in-hold to 14000.

| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.275 | 122.2 | 122.8 (CTAF) L |




ELEV 4457 D



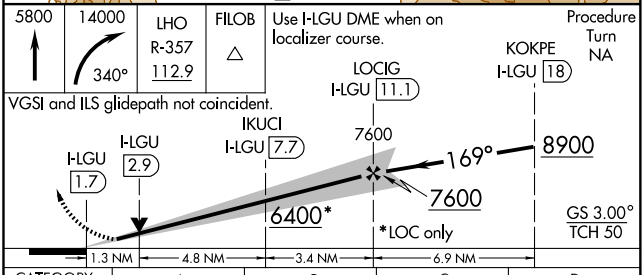

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

| 5800 | 14000 | LHO | FILOB |
|---|---|---|---|
| | 340° | R-357 | △ |
| | | 112.9 | |

Use I-LGU DME when on localizer course.

Procedure Turn NA

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 4657-¾ 200 (200-¾) | | | |
| S-LOC 17 | 4900-1 443 (500-1) | | 4900-1¼ 443 (500-1¼) | 4900-1½ 443 (500-1½) |
| CIRCLING | 4900-1 443 (500-1) | 4920-1 463 (500-1) | 4920-1½ 463 (500-1½) | 5020-2 563 (600-2) |

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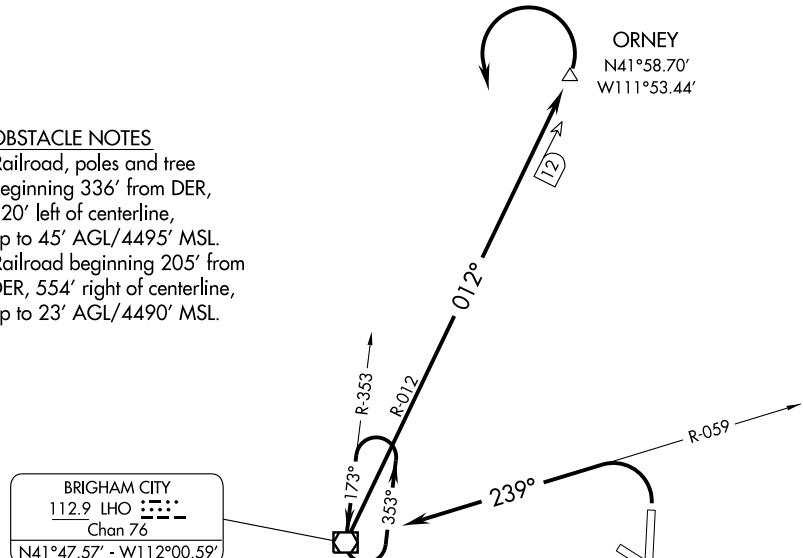
# ORNEY ONE DEPARTURE (OBSTACLE)



CEDER CITY RADIO
122.2
ASOS 135.275
UNICOM
122.8 (CTAF)




TAKEOFF OBSTACLE NOTES

RWY 17: Railroad, poles and tree beginning 336′ from DER, 220′ left of centerline, up to 45′ AGL/4495′ MSL.

RWY 35: Railroad beginning 205′ from DER, 554′ right of centerline, up to 23′ AGL/4490′ MSL.

TAKE-OFF MINIMUMS

Rwy 10, 28: NA-obstacles.

Rwy 17: Standard with minimum climb of 276′ per NM to 7100′, or 4700-3 for climb in visual conditions.

Rwy 35: Standard with minimum climb of 274′ per NM to 9500′, or 4700-3 for climb in visual conditions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn to 12000 via LHO VOR/DME R-094 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 12000 via LHO VOR/DME R-059 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

. . . continue climbing in LHO VOR/DME holding pattern to 12000 before proceeding on course.

# RNAV (GPS) RWY 17
## LOGAN-CACHE (LGU)

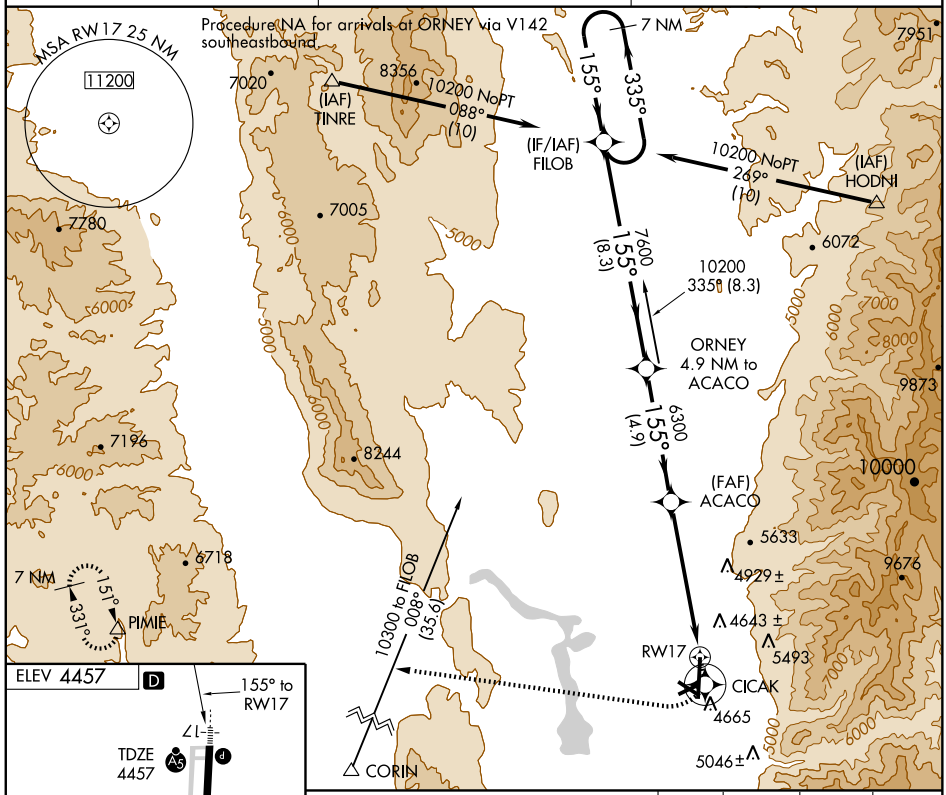
| APP CRS | Rwy ldg | 9095 |
|---|---|---|
| 155° | TDZE | 4457 |
| | Apt Elev | 4457 |

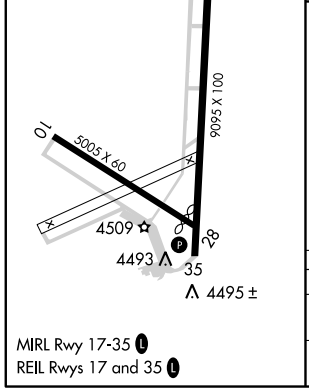
Circling NA east of Rwy 17-35.
DME/DME RNP-0.3 NA.

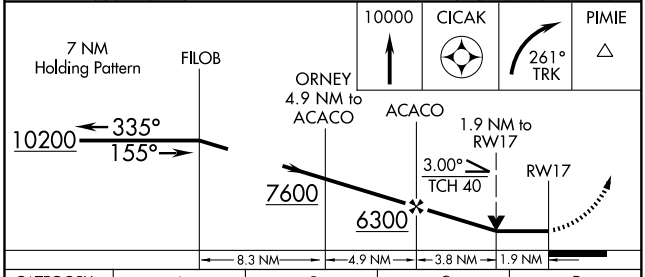
MALSR

MISSED APPROACH: Climb to 10000 direct CICAK and right turn via 261° track to PIMIE and hold, continue climb-in-hold to 10000.

| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.275 | 122.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5100-1 643 (700-1) | | 5100-1¾ 643 (700-1¾) | 5100-2 643 (700-2) |
| CIRCLING | 5100-1 643 (700-1) | | 5100-1¾ 643 (700-1¾) | 5100-2 643 (700-2) |

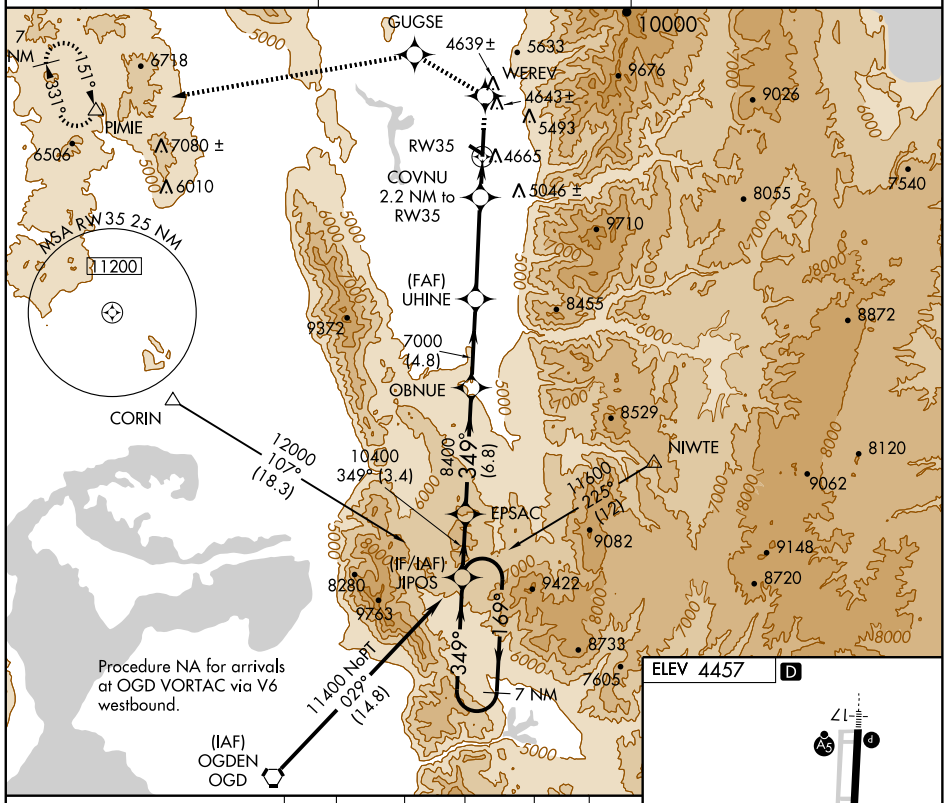
| WAAS CH 57900 W35A | APP CRS 349° | Rwy ldg 9095<br>TDZE 4457<br>Apt Elev 4457 |
|---|---|---|

# RNAV (GPS) RWY 35
## LOGAN-CACHE (LGU)

Circling NA east of Rwy 17-35.
DME/DME RNP- 0.3 NA.

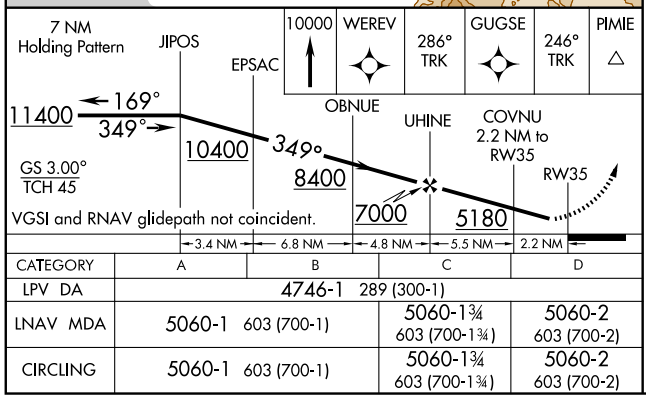
MISSED APPROACH: Climb to 10000 direct WEREV and via 286° track to GUGSE and 246° track to PIMIE and hold, continue climb-in-hold to 10000.

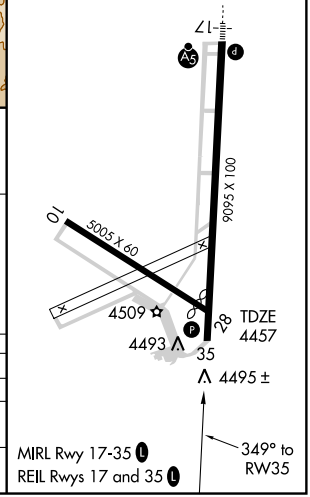
| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.275 | 122.2 | 122.8 (CTAF) L |




Procedure NA for arrivals at OGD VORTAC via V6 westbound.

ELEV 4457 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4746-1 289 (300-1) | | | |
| LNAV MDA | 5060-1 603 (700-1) | | 5060-1¾ 603 (700-1¾) | 5060-2 603 (700-2) |
| CIRCLING | 5060-1 603 (700-1) | | 5060-1¾ 603 (700-1¾) | 5060-2 603 (700-2) |

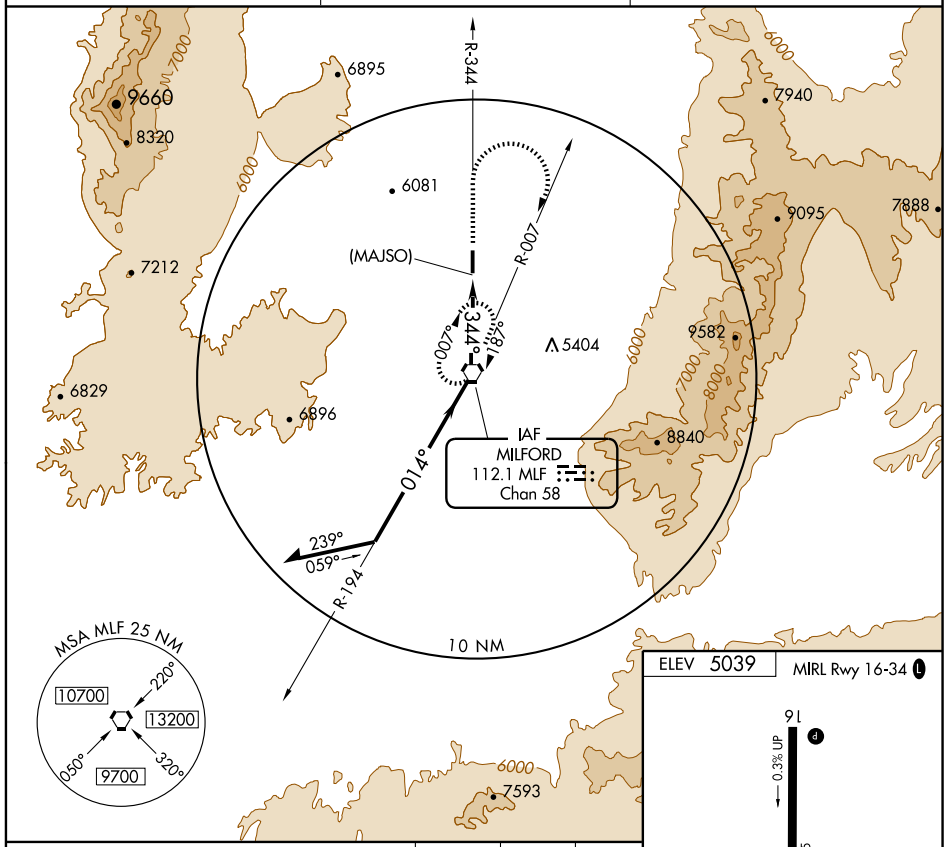
| VORTAC MLF 112.1 Chan 58 | APP CRS 344° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 5039 |
|---|---|---|

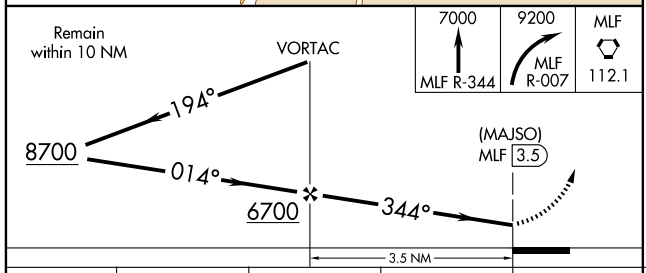
# VOR or GPS-A

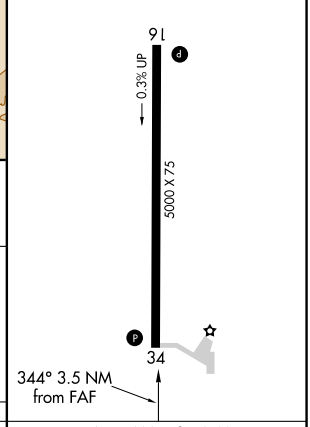
## MILFORD MUNI/BEN AND JUDY BRISCOE FIELD (MLF)

MISSED APPROACH: Climb to 7000 via MLF R-344, then climbing right turn to 9200 via R-007 to MLF VORTAC and hold.

| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.025 | 122.1R | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5660-1<br>621 (700-1) | 5680-1<br>641 (700-1) | 5700-1¾<br>661 (700-1¾) | 5780-2 ½<br>741 (800-2 ½) |

| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

| APP CRS | Rwy ldg | 7100 |
|---|---|---|
| 039° | TDZE | 4551 |
| | Apt Elev | 4555 |

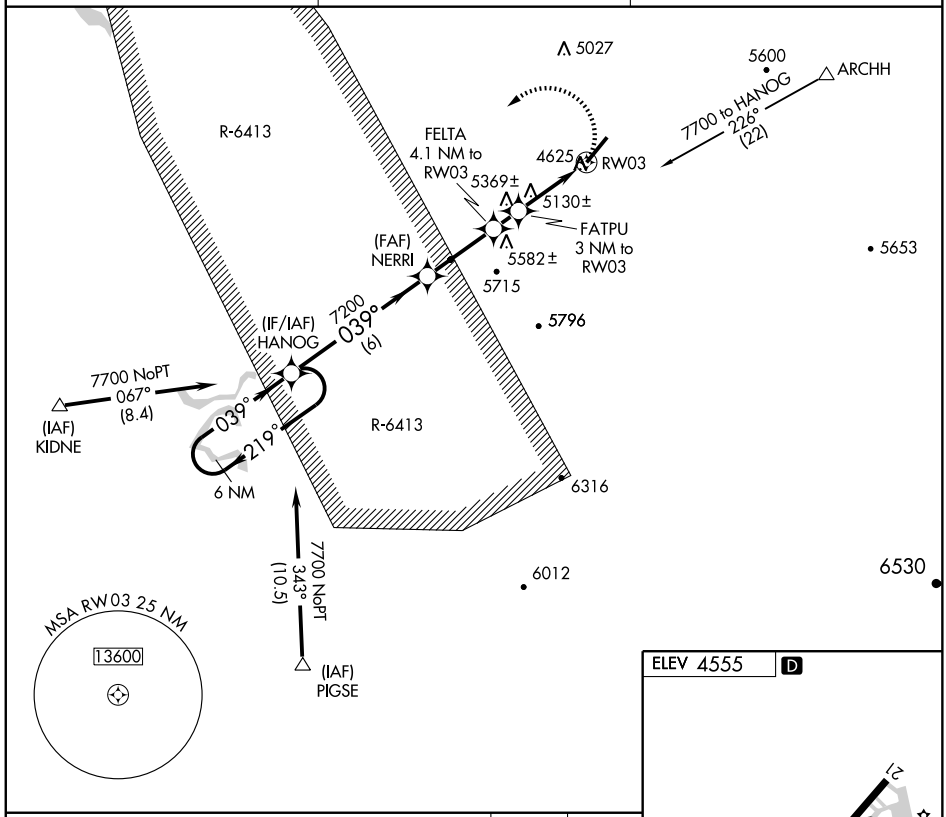
# RNAV (GPS) RWY 3
## MOAB/CANYONLANDS FIELD (CNY)

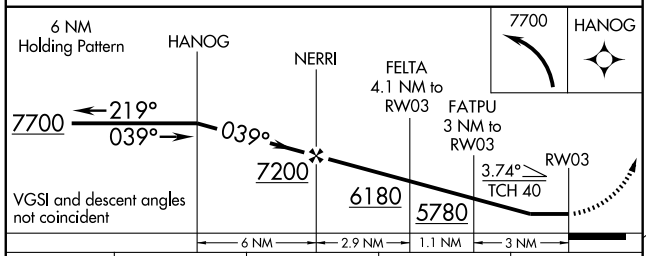
T NA

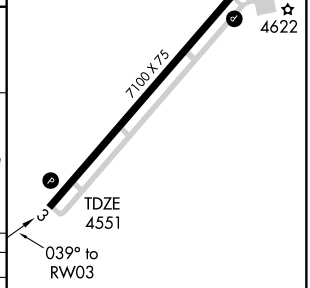
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA when R-6413 in operation. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 7700 direct HANOG WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 118.525 | 134.5 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5380-1<br>829 (900-1) | 5380-1¼<br>829 (900-1¼) | 5380-2½<br>829 (900-2½) | 5380-2¾<br>829 (900-2¾) |
| CIRCLING | 5380-1<br>825 (900-1) | 5380-1¼<br>825 (900-1¼) | 5380-2½<br>825 (900-2½) | 5440-3<br>885 (900-3) |

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME OAB | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 109.8 | 113° | TDZE | N/A |
| Chan 35 | | Apt Elev | 4555 |

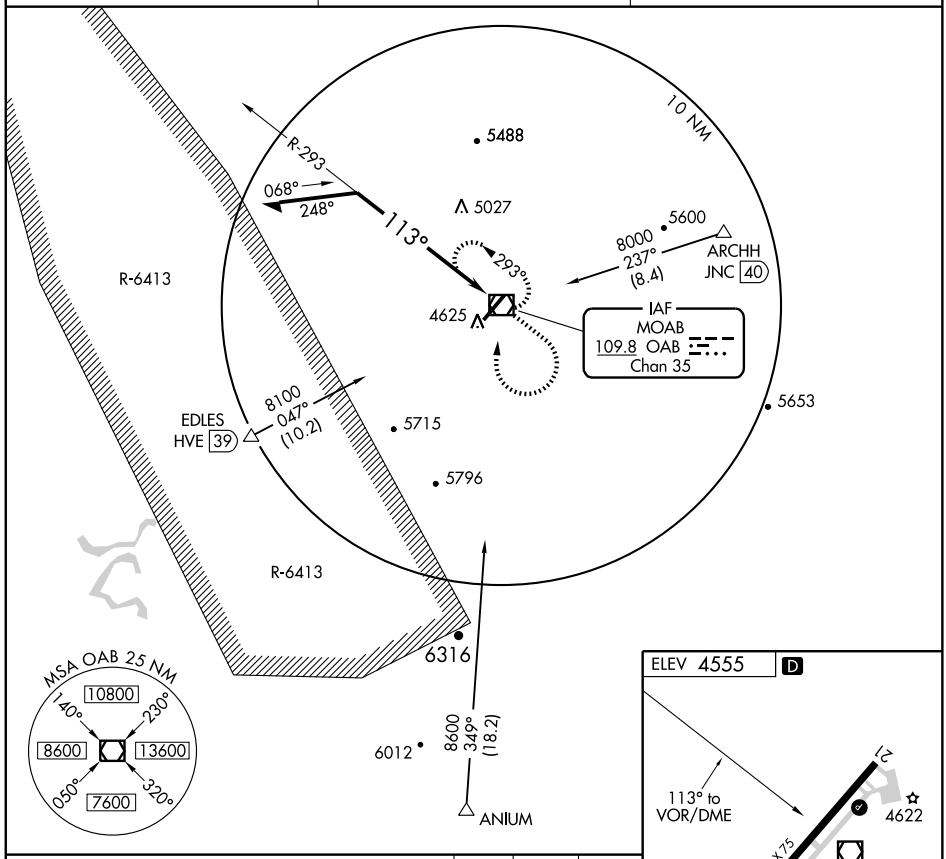
# VOR-A

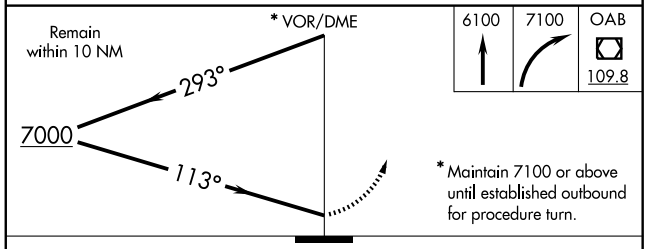
## MOAB/CANYONLANDS FIELD (CNY)

T
NA Procedure not authorized when R-6413 in operation.

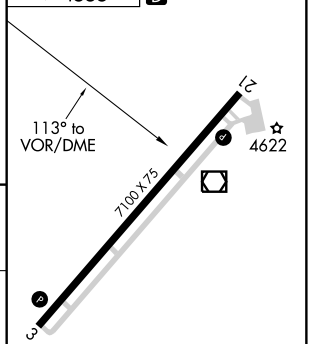
MISSED APPROACH: Climb to 6100 then climbing right turn to 7100 direct OAB VOR/DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 118.525 | 134.5 327.8 | 122.8 (CTAF) L |




* Maintain 7100 or above until established outbound for procedure turn.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5500-1¼ 945 (1000-1¼) | | 5500-2¾ 945 (1000-2¾) | 5500-3 945 (1000-3) |

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-4, 14 JAN 2010 to 11 FEB 2010

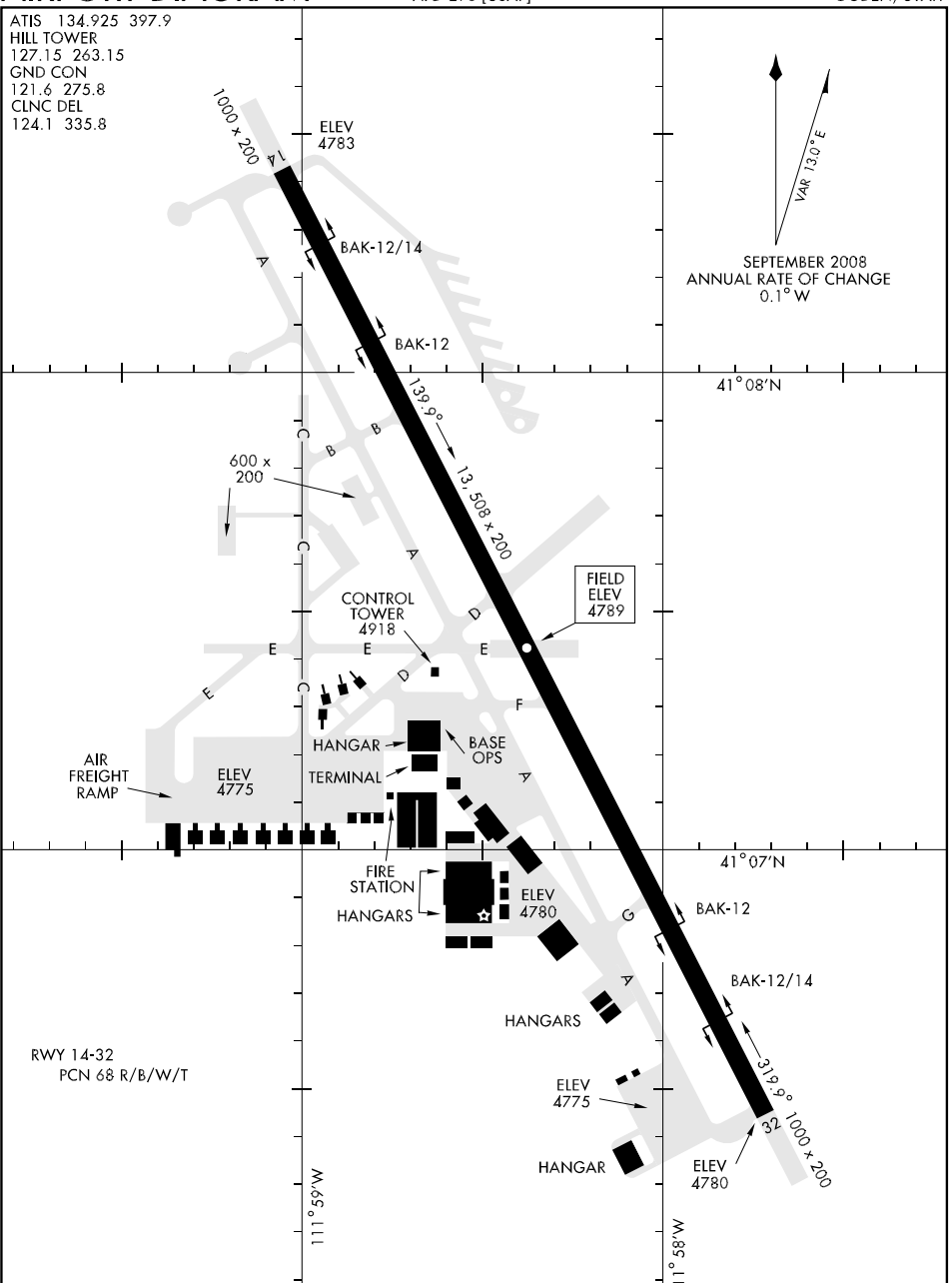
08269

# AIRPORT DIAGRAM

AFD-296 [USAF]

HILL AFB (KHIF)

OGDEN, UTAH



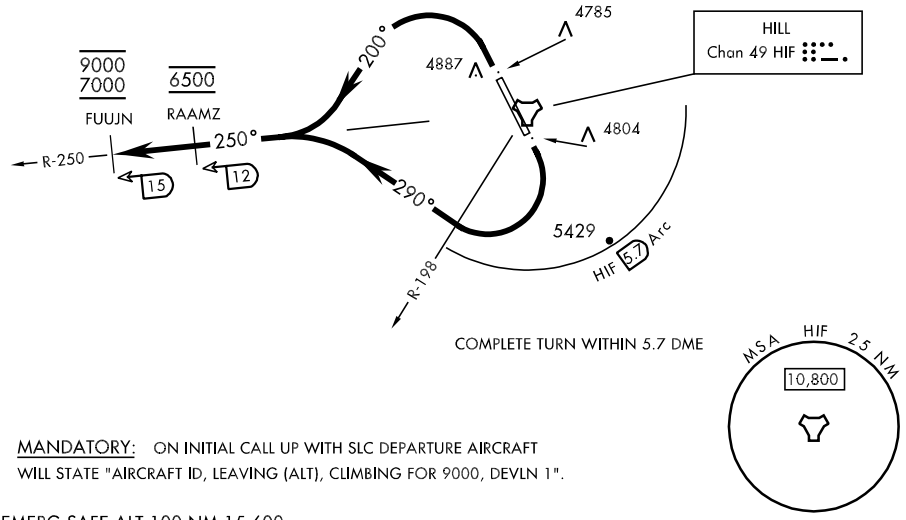

SW-4, 14 JAN 2010 to 11 FEB 2010

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 14 | V/V(fpm) | 2095 | 4190 | 6285 | 8380 | 10475 | 12570 |
| 32 | V/V(fpm) | 4610 | 9220 | 13830 | 18440 | 23050 | 27660 |

ATC Climb Rate to 5200

ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

AIRSPEED IN EXCESS OF 350 KIAS NOT AUTHORIZED UNTIL ESTABLISHED:
RWY 14 HEADING 290°
RWY 32 HEADING 200°




MANDATORY: ON INITIAL CALL UP WITH SLC DEPARTURE AIRCRAFT WILL STATE "AIRCRAFT ID, LEAVING (ALT), CLIMBING FOR 9000, DEVLN 1".

EMERG SAFE ALT 100 NM 15,600

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000.

# FALCN 1 DP (FALCN1 • FALCN)

SHL-296 [USAF]

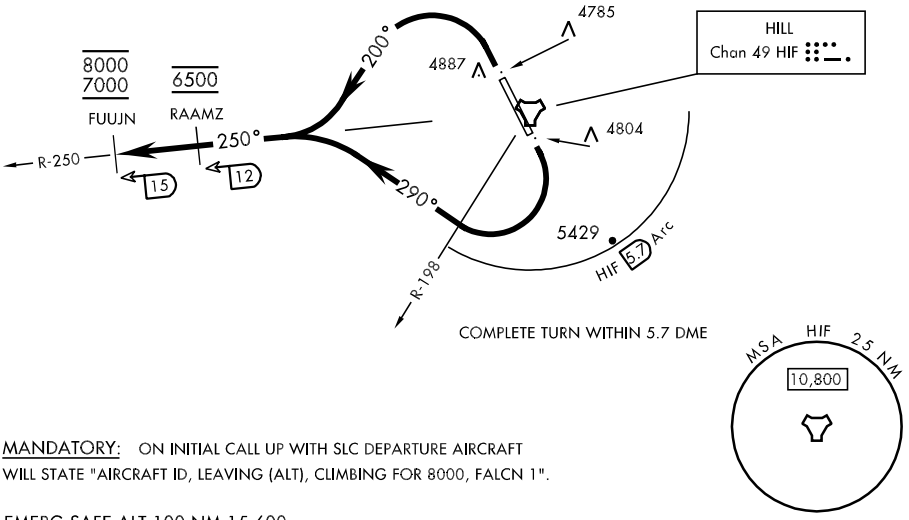
OGDEN, UTAH

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 14 | V/V(fpm) | 2095 | 4190 | 6285 | 8380 | 10475 | 12570 |
| 32 | V/V(fpm) | 4610 | 9220 | 13830 | 18440 | 23050 | 27660 |

ATC Climb Rate to 5200

ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

AIRSPEED IN EXCESS OF 350 KIAS NOT AUTHORIZED UNTIL ESTABLISHED:
RWY 14 HEADING 290°
RWY 32 HEADING 200°




MANDATORY: ON INITIAL CALL UP WITH SLC DEPARTURE AIRCRAFT WILL STATE "AIRCRAFT ID, LEAVING (ALT), CLIMBING FOR 8000, FALCN 1".

EMERG SAFE ALT 100 NM 15,600

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.



FALCN 1 DP (FALCN1 • FALCN)

OGDEN, UTAH

# FREMONT 1 (VECTOR) DP (FRMNT1 • FRMNT)



ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

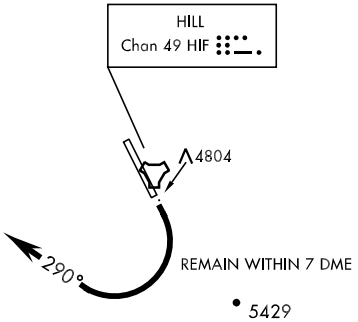
SHL-296 [USAF]

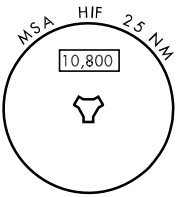
| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 14 ⓐ | V/V(fpm) | 580 | 1160 | 1740 | 2320 | 2900 | 3480 |
| 14 ⓑ | V/V(fpm) | 260 | 520 | 780 | 1040 | 1300 | 1560 |

ATC Climb Rate

ⓐ To 5200

ⓑ From 5200 to 6300




LOST COMMUNICATIONS: IF RADIO CONTACT HAS NOT BEEN ESTABLISHED BY HIF R-225 OR 12 DME, SQUAWK 7600 AND IMMEDIATELY CLIMB TO 7500 MSL.

EMERG SAFE ALT 100 NM 15,600

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within 7 DME, maintain 6500.

TACAN OUT: Turn right heading 290°, maintain 6500.



FREMONT 1 (VECTOR) DP (FRMNT1 • FRMNT)

OGDEN, UTAH

# HI-ILS RWY 14

| LOC I-HIF | APCH CRS | Rwy ldg 13,508 TDZE 4786 Arpt Elev 4789 |
|---|---|---|
| 109.9 | 139° | |

JAL-296 [USAF]

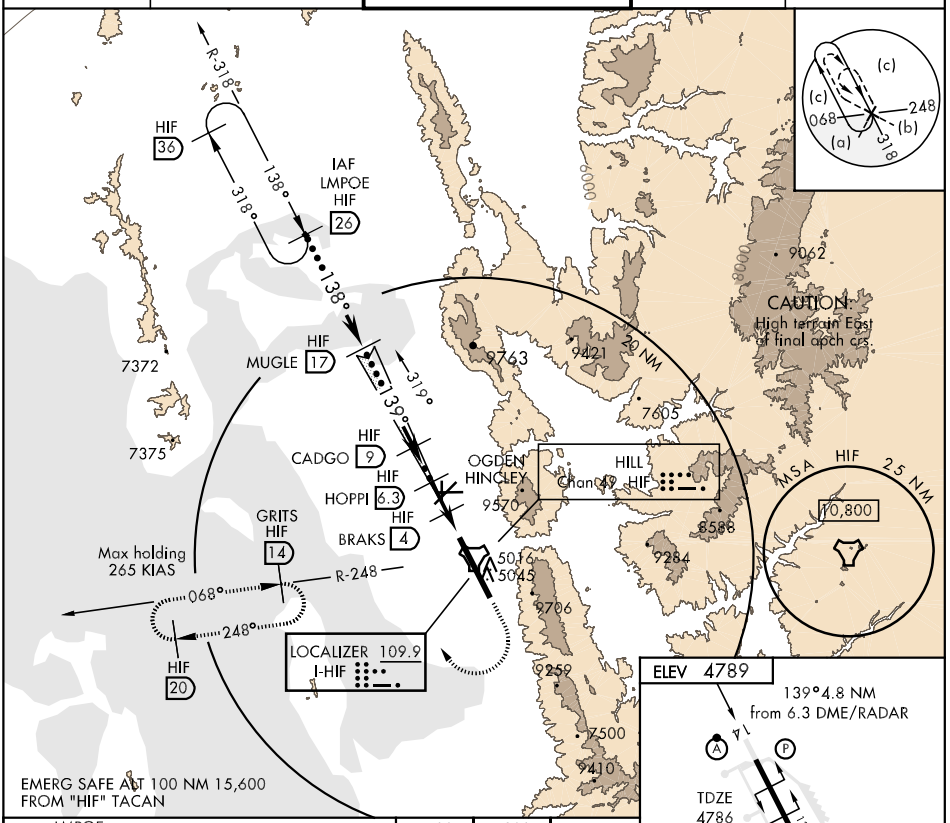
HILL AFB (KHIF)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR to 50 and vis to 1 mile.
*** Circling not authorized NE of Rwy 14-32.

ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF R-248 to GRITS and hold.

| ATIS * | SALT LAKE CITY APP CON | HILL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.925 397.9 | 121.1 319.25 | 127.15 263.15 | 121.6 275.8 | 124.1 335.8 |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 14 * | 4986/24 200 | | (200-½) |
| S-LOC 14 ** | 5040/40 254 | | (300-¾) |
| CIRCLING *** | 5240-1½ 451 (500-1½) | 5340-2 551 | (600-2) |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:09 | 1:51 | 1:37 | 1:26 | 1:17 |

# HI-TACAN RWY 14

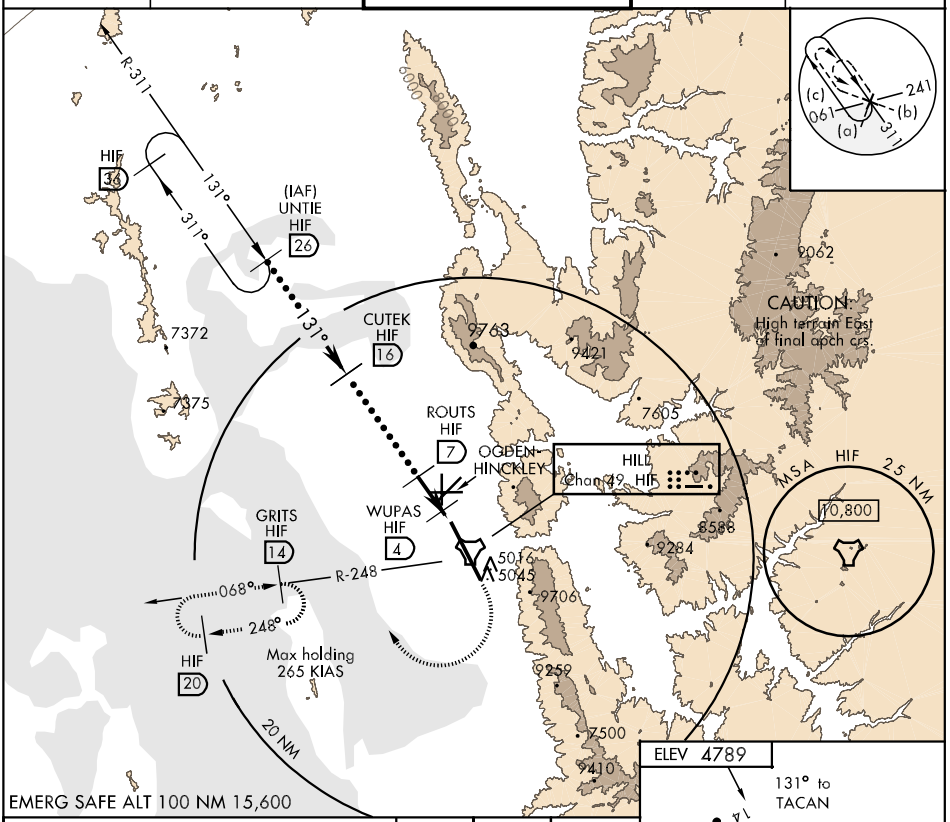
| TACAN HIF Chan 49 | APCH CRS 131° | Rwy ldg 13,508 TDZE 4786 Arpt Elev 4789 | JAL-296 [USAF] | HILL AFB (KHIF) |
|---|---|---|---|---|

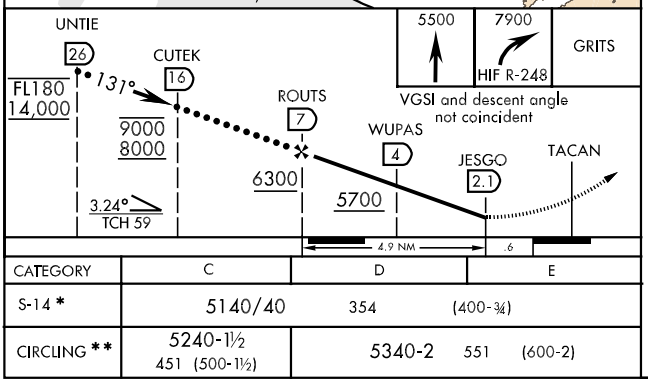
T *When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
**Circling not authorized NE of Rwy 14-32.

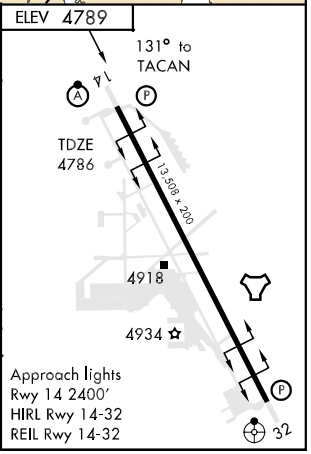
ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF R-248 to GRITS and hold.

| ATIS * | SALT LAKE CITY APP CON | HILL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.925 397.9 | 121.1 319.25 | 127.15 263.15 | 121.6 275.8 | 124.1 335.8 |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-14 * | 5140/40 354 (400-¾) | | |
| CIRCLING ** | 5240-1½ 451 (500-1½) | 5340-2 551 (600-2) | |

# HI-TACAN RWY 32

| TACAN HIF Chan 49 | APCH CRS 332° | Rwy ldg 13,508 TDZE 4783 Arpt Elev 4789 |
|---|---|---|

JAL-296 [USAF]

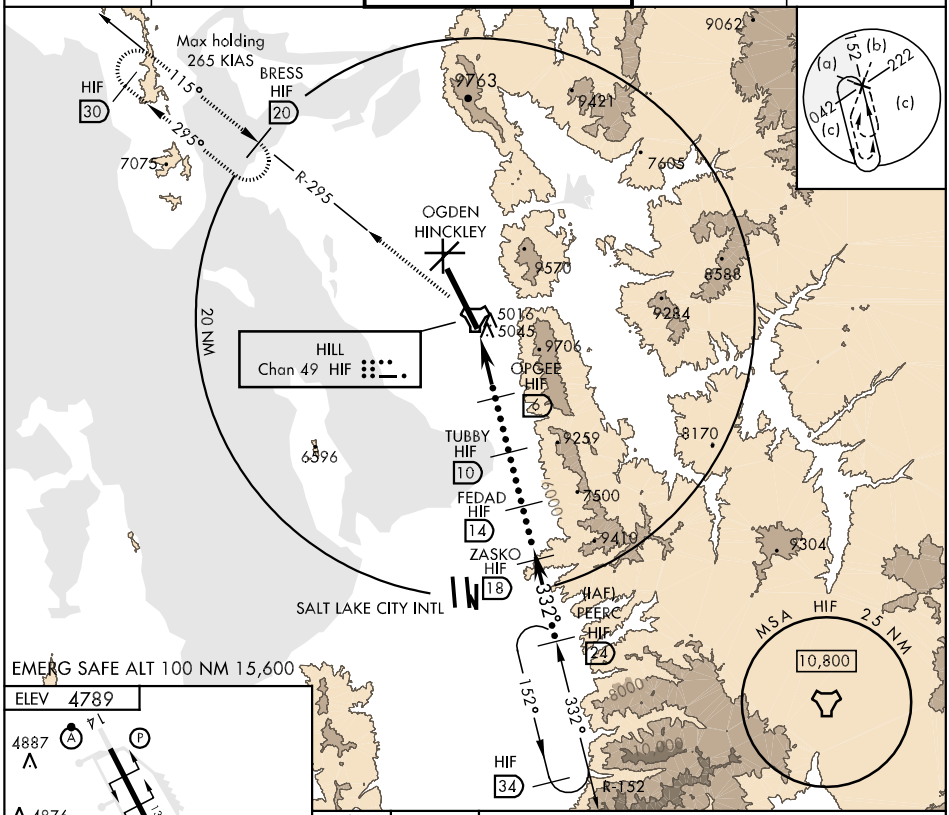
HILL AFB (KHIF)

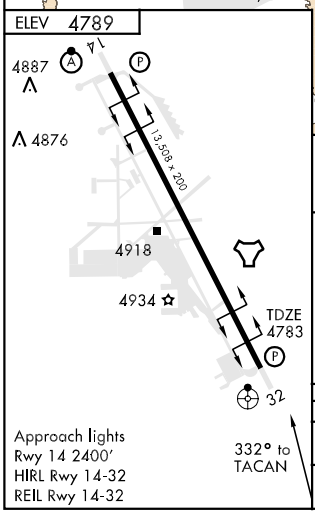
T *Circling not authorized E of Rwy 14-32.
CAUTION: High terrain East of final apch crs.

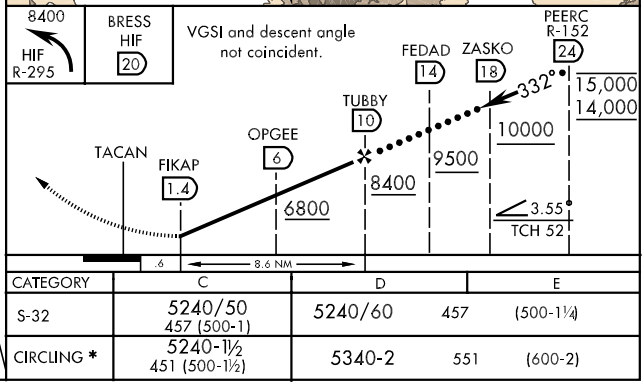
ODALS

MISSED APPROACH: Climbing left turn to 8400 out HIF R-295 to BRESS and hold.

| ATIS | SALT LAKE CITY APP CON | HILL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.925 397.9 | 121.1 319.25 | 127.15 263.15 | 121.6 275.8 | 124.1 335.8 |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-32 | 5240/50 457 (500-1) | 5240/60 457 | (500-1¼) |
| CIRCLING * | 5240-1½ 451 (500-1½) | 5340-2 551 | (600-2) |

# ILONN 1 DP (ILONN1 • ILONN)

SHL-296 [USAF]

OGDEN, UTAH

ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

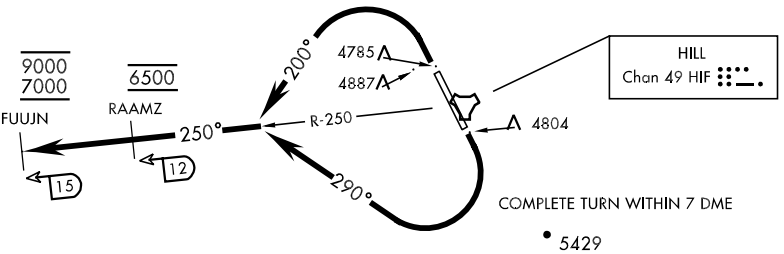
| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 14 ⓐ | V/V(fpm) | 580 | 1160 | 1740 | 2320 | 2900 | 3480 |
| 14 ⓑ | V/V(fpm) | 260 | 520 | 780 | 1040 | 1300 | 1560 |
| 32 ⓒ | V/V(fpm) | 660 | 1320 | 1980 | 2640 | 3300 | 3960 |

ATC Climb Rate

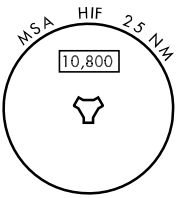
ⓐ To 5200

ⓑ From 5200 to 6300

ⓒ To 5700




AIRSPEED IN EXCESS OF 350 KIAS NOT AUTHORIZED UNTIL ESTABLISHED:
RWY 14 HEADING 290°
RWY 32 HEADING 200°




EMERG SAFE ALT 100 NM 15,600

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, intercept HIF R-250 outbound prior to 12 DME (complete turn within 7 DME), cross RAAMZ at 6500, maintain block 7000 through 9000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF R-250 outbound prior to 12 DME, cross RAAMZ at 6500, maintain block 7000 through 9000.



ILONN 1 DP (ILONN1 • ILONN)

OGDEN, UTAH

# ILS RWY 14

| LOC I-HIF | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 109.9 | 139° | 13,508 / 4786 / 4789 |

AL-296 [USAF]

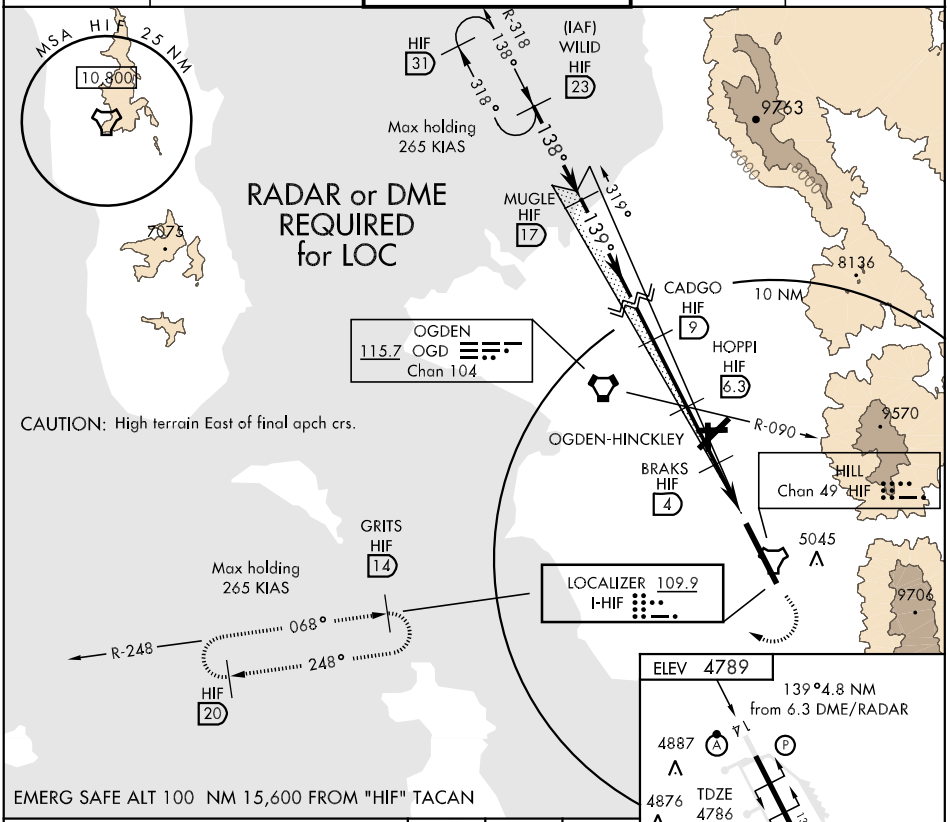
HILL AFB (KHIF)

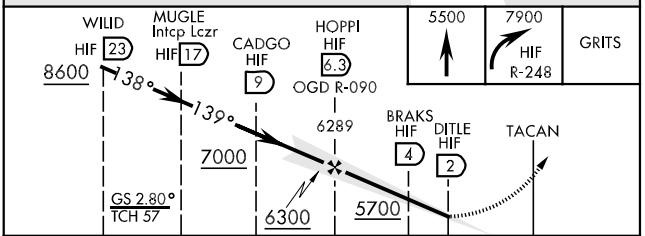
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR to 50 and vis to 1 mile.
*** Circling not authorized in sector NE of Rwy 14-32.

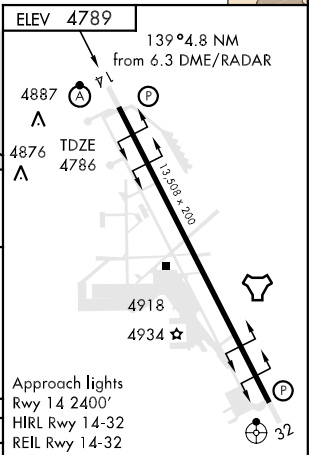
ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF R-248 to GRITS and hold.

| ATIS | SALT LAKE CITY APP CON | HILL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.925 397.9 | 121.1 319.25 | 127.15 263.15 | 121.6 275.8 | 124.1 335.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14 * | 4986/24 200 (200-½) | | | | |
| S-LOC 14 ** | 5040/24 254 (300-½) | | 5040/40 254 (300-¾) | | |
| CIRCLING *** | 5240-1 451 (500-1) | | 5240-1½ 451(500-1½) | 5340-2 551 (600-2) | |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

# ILS Z RWY 14

| LOC I-HIF | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 109.9 | 139° | 13,508 / 4786 / 4789 |

AL-296 [USAF]

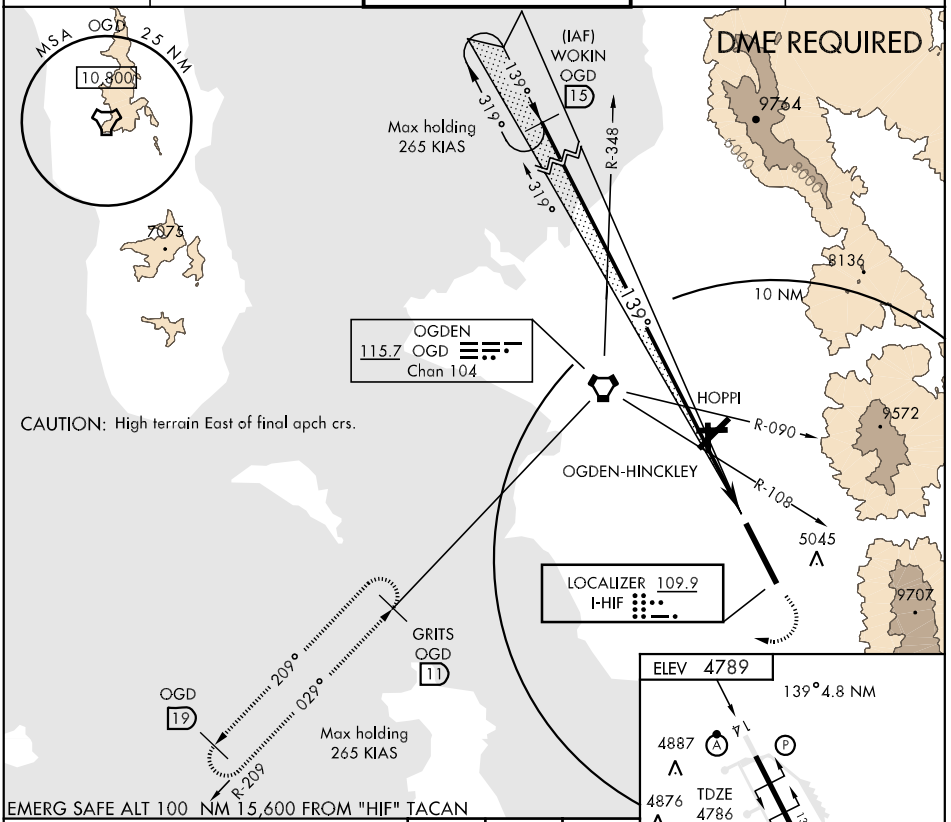
HILL AFB (KHIF)

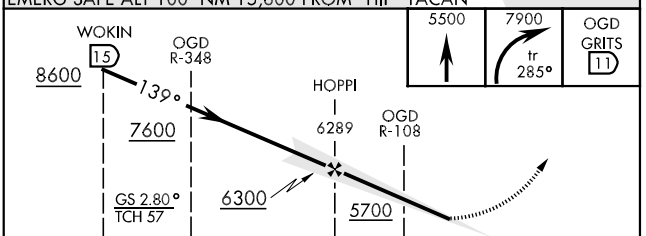
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR to 50 and vis to 1 mile.
*** Circling not authorized in sector NE of Rwy 14-32.

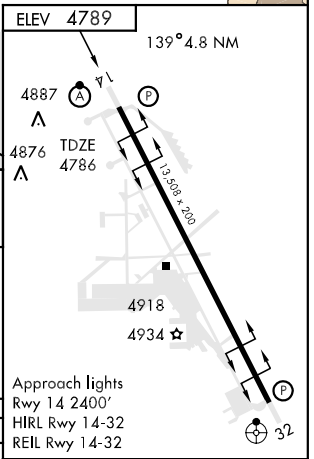
ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900, track 285° intercept OGD R-209 to GRITS and hold.

| ATIS | SALT LAKE CITY APP CON | HILL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.925 397.9 | 121.1 319.25 | 127.15 263.15 | 121.6 275.8 | 124.1 335.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14 * | 4986/24 200 (200-½) | | | | |
| S-LOC 14 ** | 5060/24 274 (300-½) | | 5060/40 274 (300-¾) | | |
| CIRCLING *** | 5240-1 451 (500-1) | | 5240-1½ 451(500-1½) | 5340-2 551 (600-2) | |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

# TACAN RWY 14

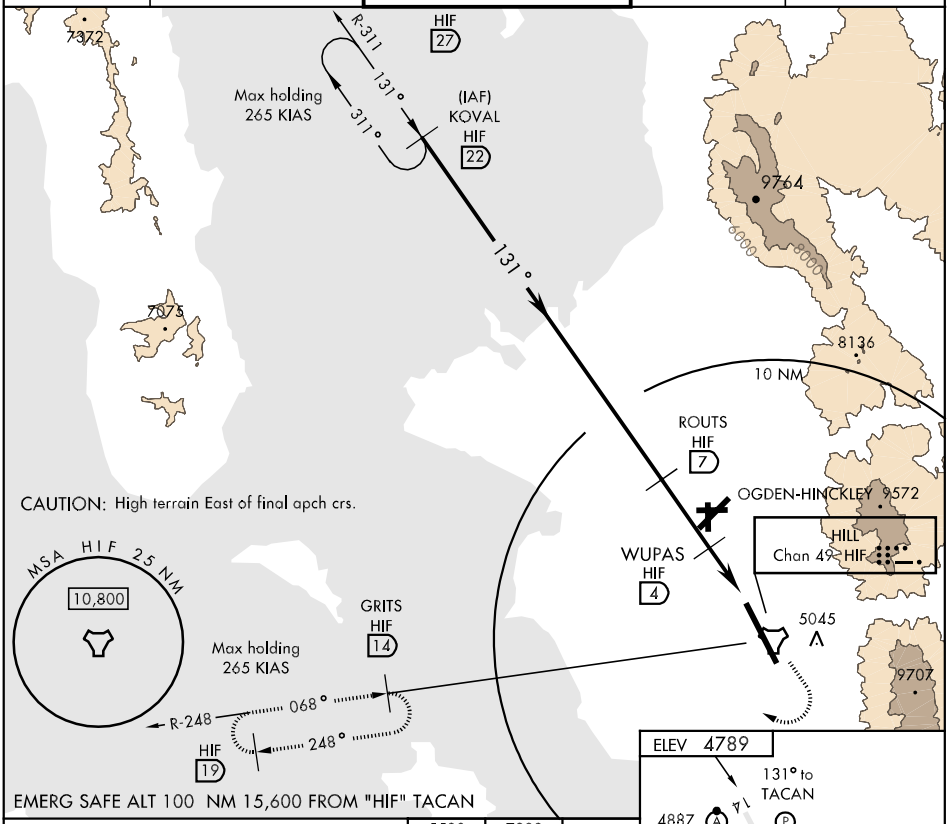
| TACAN HIF Chan 49 | APCH CRS 131° | Rwy ldg 13,508 TDZE 4786 Arpt Elev 4789 | AL-296 [USAF] | HILL AFB (KHIF) |
|---|---|---|---|---|

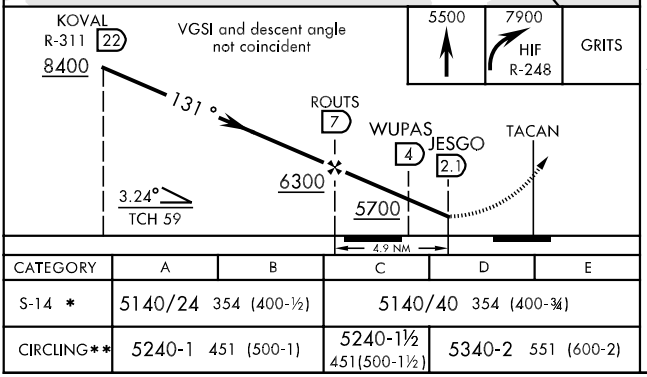
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized in sector NE of Rwy 14-32.

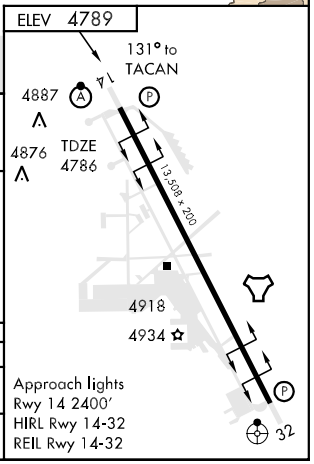
ALSF-2

MISSED APPROACH: To 5500, then climbing right turn to 7900 out HIF R-248 to GRITS and hold.

| ATIS | SALT LAKE CITY APP CON | HILL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.925 397.9 | 121.1 319.25 | 127.15 263.15 | 121.6 275.8 | 124.1 335.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 * | 5140/24 354 (400-½) | | 5140/40 354 (400-¾) | | |
| CIRCLING** | 5240-1 451 (500-1) | | 5240-1½ 451(500-1½) | 5340-2 551 (600-2) | |

Approach lights
Rwy 14 2400′
HIRL Rwy 14-32
REIL Rwy 14-32

# WILLARD 1 (VECTOR) DP (WLLRD1 • WLLRD)

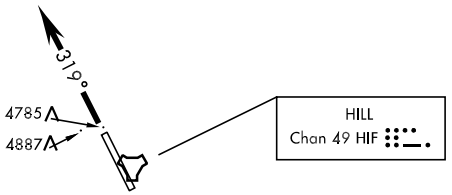


ATIS 134.925 397.9
CLNC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

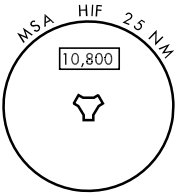
SHL-296 [USAF]

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 32 | V/V(fpm) | 660 | 1320 | 1980 | 2640 | 3300 | 3960 |

ATC Climb Rate to 5700




5429




EMERG SAFE ALT 100 NM 15,600

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 32: Track heading 319 °, maintain 7000.



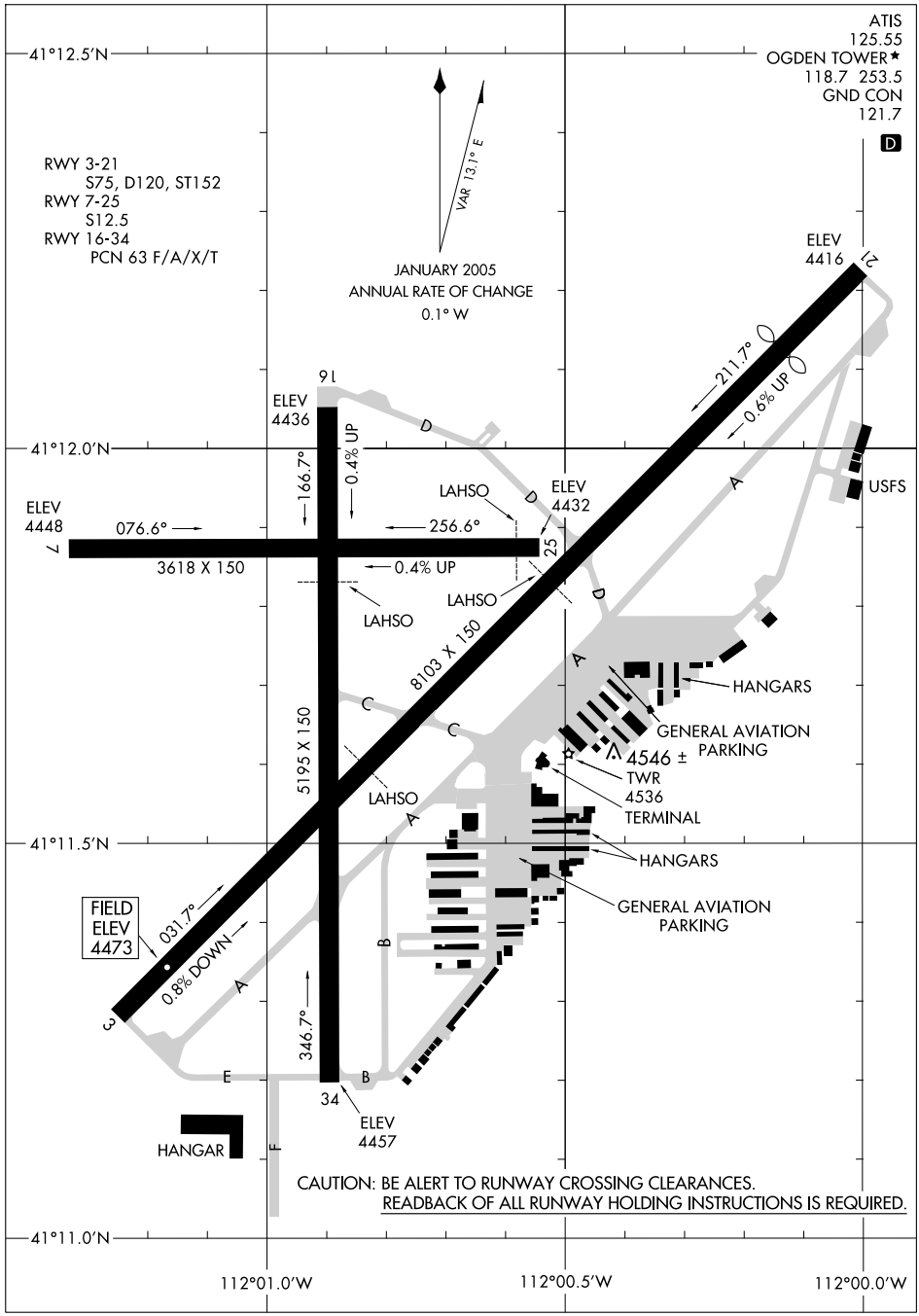
WILLARD 1 (VECTOR) DP (WLLRD1 • WLLRD)

OGDEN, UTAH

# AIRPORT DIAGRAM

AL-297 (FAA)

OGDEN-HINCKLEY (OGD)
OGDEN, UTAH




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# EMONT ONE DEPARTURE (OBSTACLE)

SL-297 (FAA)

OGDEN-HINCKLEY (OGD)
OGDEN, UTAH

ATIS 125.55
GND CON
121.7
OGDEN TOWER ★
118.7 253.5
SALT LAKE CITY DEP CON
121.1 319.25

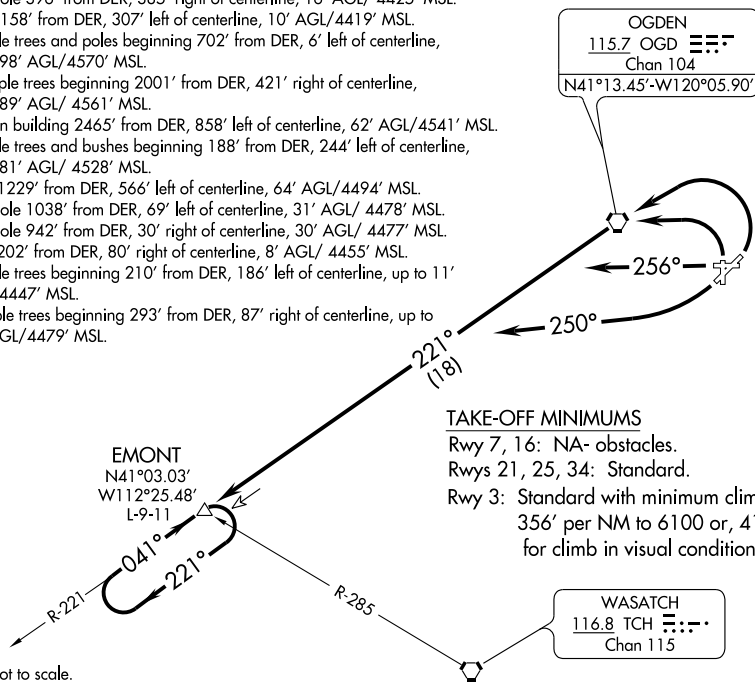
## TAKE-OFF OBSTACLE NOTES

Rwy 3: Multiple trees beginning 376′ from DER, 62′ left of centerline, up to 42′ AGL/4451′ MSL.
Tree 430′ from DER, 503′ right of centerline, 46′ AGL/4455′ MSL.
Flagpole 348′ from DER, 583′ right of centerline, 42′ AGL/4451′ MSL.
Lightpole 241′ from DER, 535′ left of centerline, 38′ AGL/4447′ MSL.
Pole 628′ from DER, 611′ right of centerline, 45′ AGL/ 4454′ MSL.
OL on DME 195′ from DER, 268′ right of centerline, 17′ AGL/ 4426′ MSL.
Road 231′ from DER, 470′ right of centerline, 14′ AGL/ 4423′ MSL.
Lightpole 396′ from DER, 385′ right of centerline, 16′ AGL/ 4425′ MSL.
Road 158′ from DER, 307′ left of centerline, 10′ AGL/4419′ MSL.

Rwy 21: Multiple trees and poles beginning 702′ from DER, 6′ left of centerline, up to 98′ AGL/4570′ MSL.
Multiple trees beginning 2001′ from DER, 421′ right of centerline, up to 89′ AGL/ 4561′ MSL.
Rod on building 2465′ from DER, 858′ left of centerline, 62′ AGL/4541′ MSL.

Rwy 25: Multiple trees and bushes beginning 188′ from DER, 244′ left of centerline, up to 81′ AGL/ 4528′ MSL.
Tank 1229′ from DER, 566′ left of centerline, 64′ AGL/4494′ MSL.
Lightpole 1038′ from DER, 69′ left of centerline, 31′ AGL/ 4478′ MSL.
Lightpole 942′ from DER, 30′ right of centerline, 30′ AGL/ 4477′ MSL.
Bush 202′ from DER, 80′ right of centerline, 8′ AGL/ 4455′ MSL.

Rwy 34: Multiple trees beginning 210′ from DER, 186′ left of centerline, up to 11′ AGL/4447′ MSL.
Multiple trees beginning 293′ from DER, 87′ right of centerline, up to 43′ AGL/4479′ MSL.




## TAKE-OFF MINIMUMS

Rwy 7, 16: NA- obstacles.
Rwys 21, 25, 34: Standard.
Rwy 3: Standard with minimum climb of 356′ per NM to 6100 or, 4100-3 for climb in visual conditions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn direct OGD VORTAC then via OGD R-221 to EMONT INT/ OGD 18 DME, thence.... Or, climb in visual conditions to cross OGD VORTAC southwest bound at or above 8500, then on OGD R-221 to EMONT INT/ OGD 18 DME, thence....

TAKE-OFF RUNWAY 21: Climbing right turn heading 250° to intercept OGD R-221 to EMONT INT/ OGD 18 DME, thence....

TAKE-OFF RUNWAY 25: Climb heading 256° to intercept OGD R-221 to EMONT INT/ OGD 18 DME, thence....

TAKE-OFF RUNWAY 34: Climbing left turn direct OGD VORTAC then via OGD R-221 to EMONT INT/ OGD 18 DME, thence....

....Climb in EMONT INT holding pattern to MEA/MCA for assigned route of flight.

SW-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-OGD | APP CRS | Rwy ldg | 7252 |
|---|---|---|---|
| 111.7 | 031° | TDZE | 4473 |
| Chan 54 | | Apt Elev | 4473 |

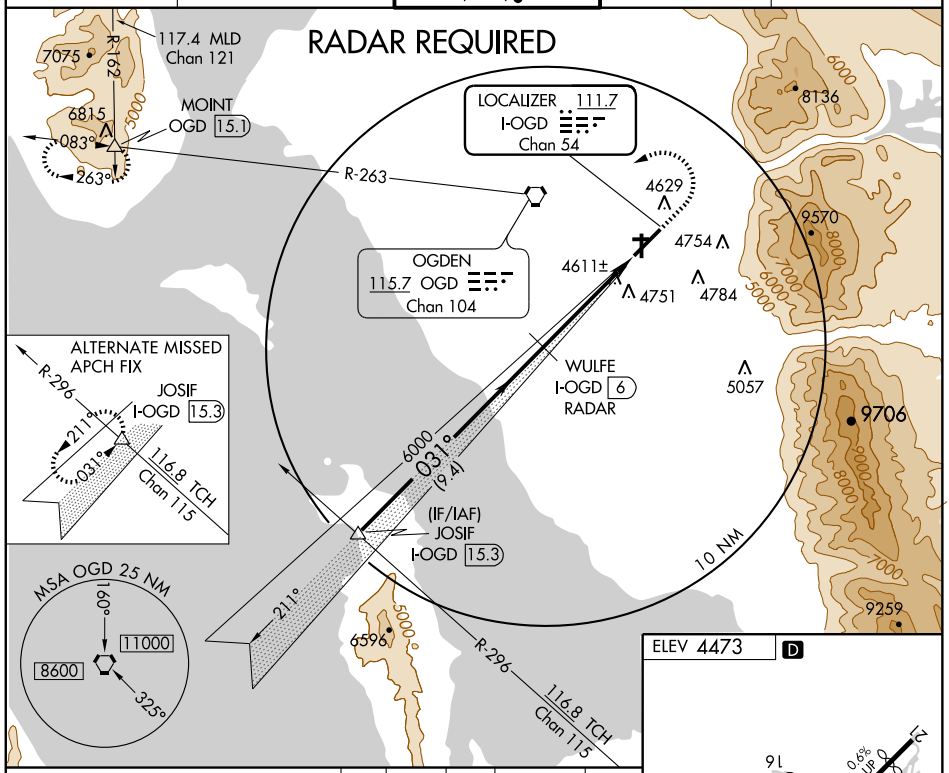
# ILS or LOC RWY 3
## OGDEN-HINCKLEY (OGD)

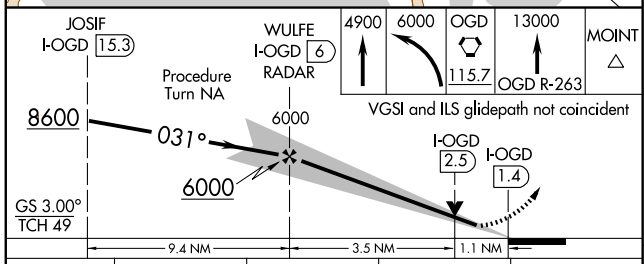
When VGSI inoperative, circling Rwy 7 and 16 NA at night.
DME or RADAR required.
Inoperative table does not apply to S-ILS-3 and S-LOC-3 Cat C.
When local altimeter setting not received, use Hill AFB altimeter setting.

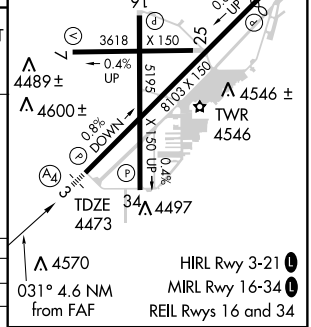
MALS

MISSED APPROACH: Climb to 4900, then climbing left turn to 6000 direct OGD VORTAC, then climb to 13000 via OGD R-263 to MOINT INT/OGD 15.1 DME and hold, continue climb-in-hold to 13000.

| ATIS | SALT LAKE CITY APP CON | OGDEN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.55 | 121.1 319.25 | 118.7 (CTAF) L 253.5 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 4673-¾ 200 (200-¾) | | | |
| S-LOC 3 | 4880-¾ 407 (500-¾) | | 4880-1¼ 407 (500-1¼) | |
| CIRCLING | 4980-1 507 (600-1) | 5060-1 587 (600-1) | 5060-1½ 587 (600-1½) | 5100-2 627 (700-2) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| APP CRS | Rwy ldg | 7252 |
|---|---|---|
| 031° | TDZE | 4473 |
| | Apt Elev | 4473 |

# RNAV (GPS) Y RWY 3

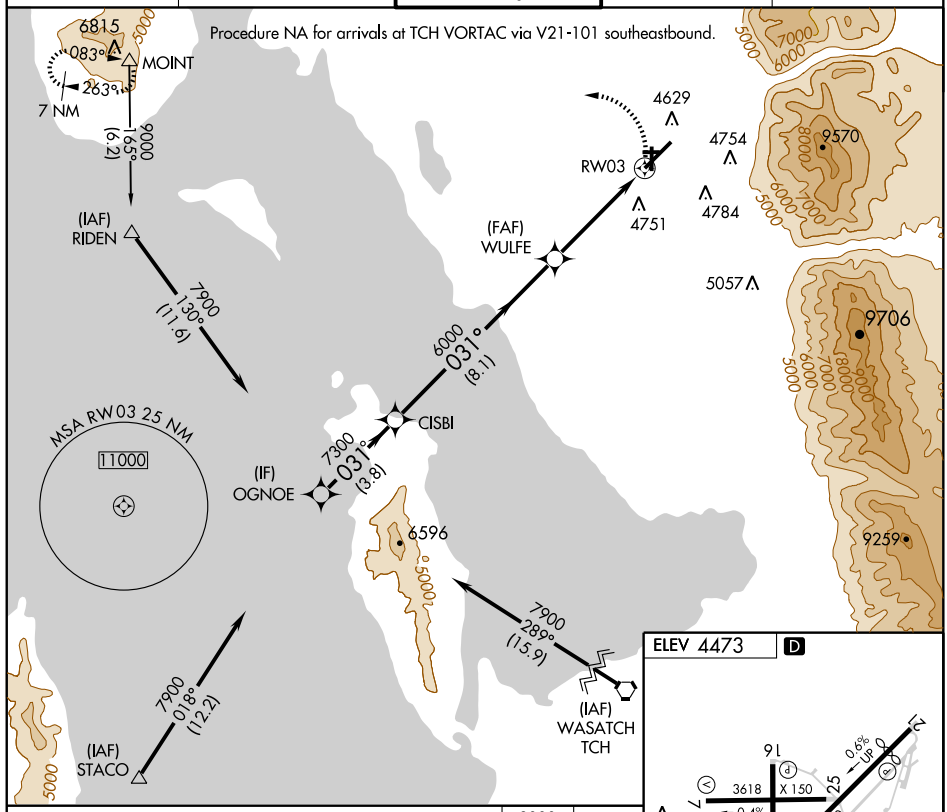
## OGDEN-HINCKLEY (OGD)

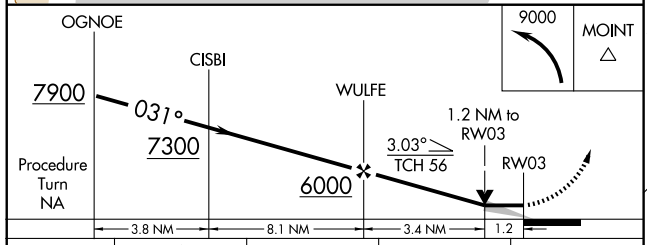
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Hill AFB altimeter setting.
When VGSI inoperative, circling Rwy 7 and 16 NA at night.
Inoperative table does not apply to LNAV Cat C.

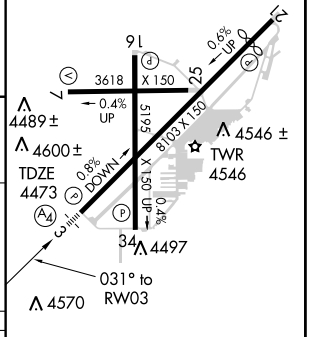
MALS

MISSED APPROACH: Climbing left turn to 9000 direct MOINT and hold, continue climb-in-hold to 9000.

| ATIS | SALT LAKE CITY APP CON | OGDEN TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 125.55 | 121.1 319.25 | 118.7 (CTAF) L 253.5 | 121.7 | 122.95 |




HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4920-¾ 447 (500-¾) | | 4920-1¼ 447 (500-1¼) | 4920-1½ 447 (500-1½) |
| CIRCLING | 4980-1 507 (600-1) | 5060-1 587 (600-1) | 5060-1½ 587 (600-1½) | 5100-2 627 (700-2) |

SW-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 65620 W03A | APP CRS 031° | Rwy ldg 7252<br>TDZE 4473<br>Apt Elev 4473 |
|---|---|---|

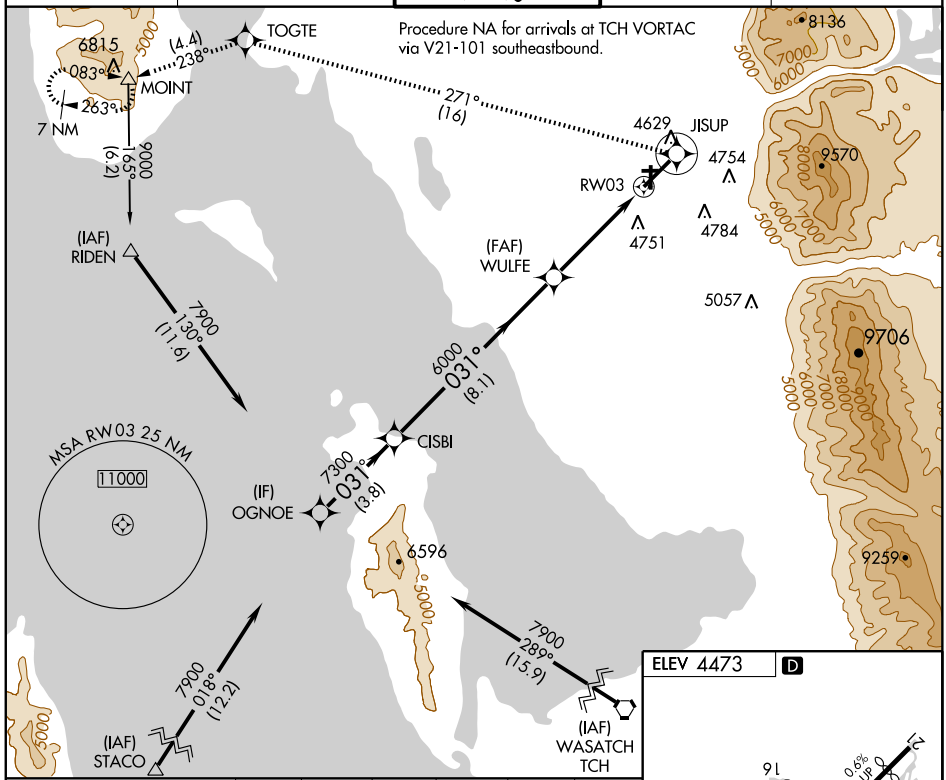
# RNAV (GPS) Z RWY 3
## OGDEN-HINCKLEY (OGD)

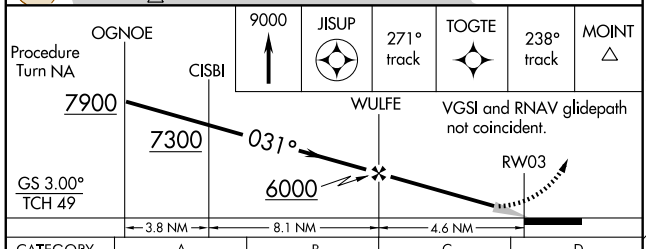
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Hill AFB altimeter setting.
Inoperative table does not apply.

MALS

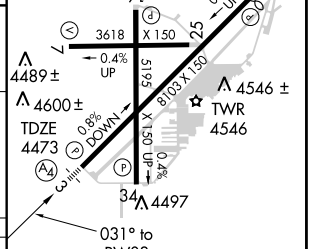
MISSED APPROACH: Climb to 9000 direct JISUP and via 271° track to TOGTE and via 238° track to MOINT and hold, continue climb-in-hold to 9000.

| ATIS | SALT LAKE CITY APP CON | OGDEN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.55 | 121.1 319.25 | 118.7 (CTAF) L 253.5 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4890-1½ 417 (500-1½) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | NA | | | |
| CIRCLING | NA | | | |




HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34

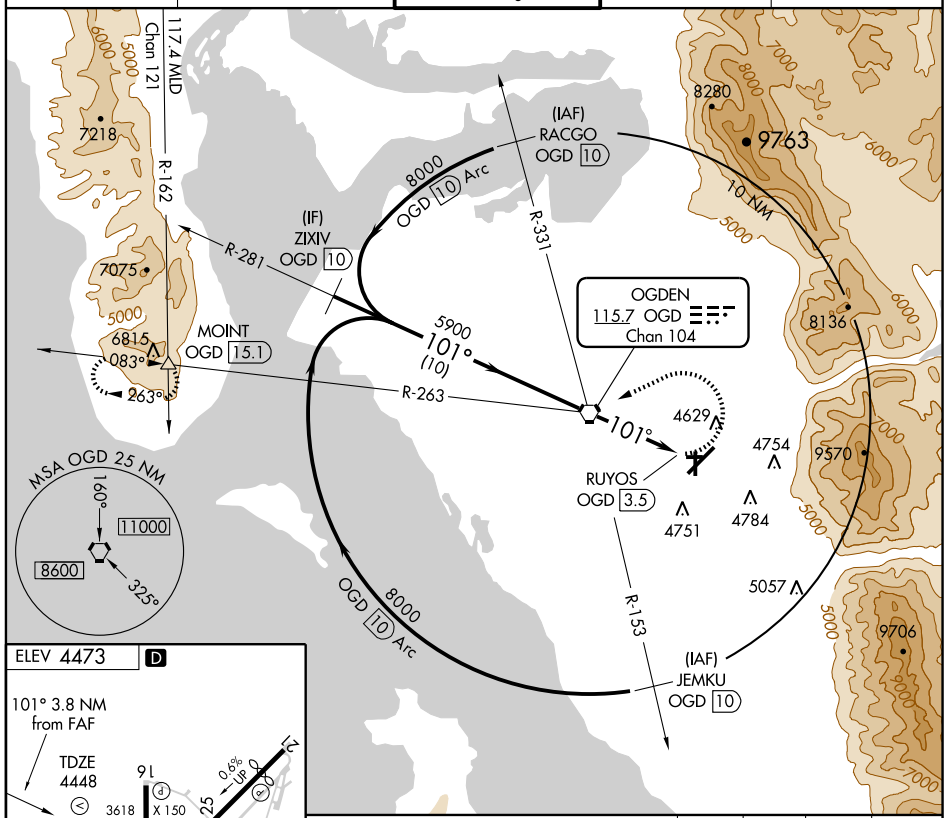
| VORTAC OGD 115.7 Chan 104 | APP CRS 101° | Rwy ldg 3618 TDZE 4448 Apt Elev 4473 |
|---|---|---|

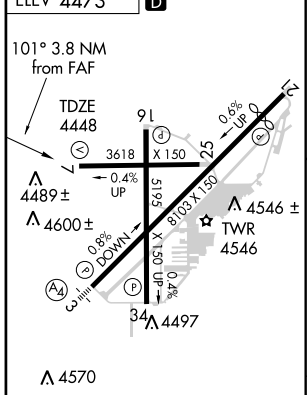
# VOR/DME RWY 7
## OGDEN-HINCKLEY (OGD)

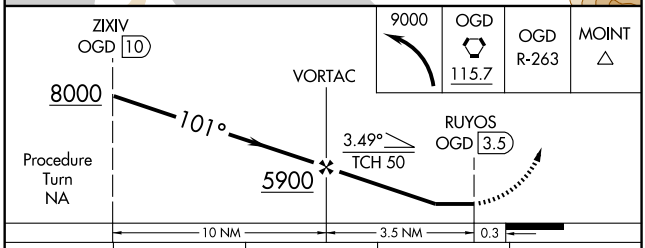
When local altimeter setting not received, use Hill AFB altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 7 procedure NA at night.
When VGSI inoperative, circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 9000 direct OGD VORTAC and via OGD VORTAC R-263 to MOINT/15.1 DME and hold, continue climb-in-hold to 9000.

| ATIS | SALT LAKE CITY APP CON | OGDEN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.55 | 121.1 319.25 | 118.7 (CTAF) L 253.5 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 4900-1 452 (500-1) | | 4900-1¼ 452 (500-1¼) | 4900-1½ 452 (500-1½) |
| CIRCLING | 4980-1 507 (600-1) | 5060-1 587 (600-1) | 5060-1½ 587 (600-1½) | 5100-2 627 (700-2) |

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SW-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PUC | APP CRS | Rwy ldg | 8313 |
|---|---|---|---|
| 109.35 | 004° | TDZE | 5863 |
| Chan 30 (Y) | | Apt Elev | 5957 |

# ILS or LOC/DME RWY 36

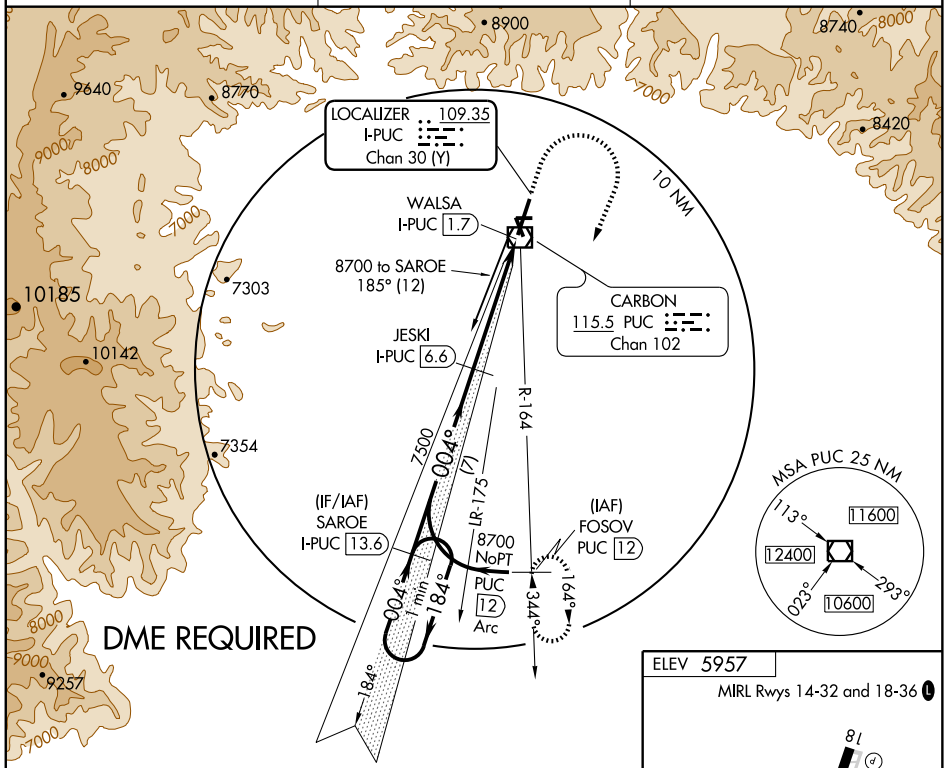
## PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

T Inoperative table does not apply.
NA Circling NA at night to Rwy 18, 25, and 32.

MALSF

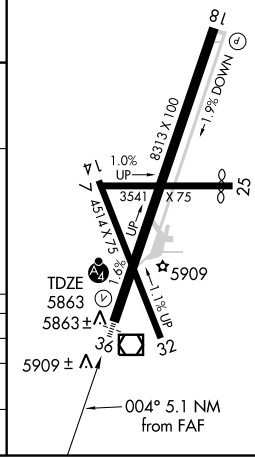
MISSED APPROACH: Climb to 6400, then climbing right turn to 10000 via heading 200° and PUC VOR/DME R-164 to FOSOV/PUC VOR/DME 12 DME and hold, continue climb-in-hold to 10000.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.425 | 133.9 370.85 | 122.8 (CTAF) L |



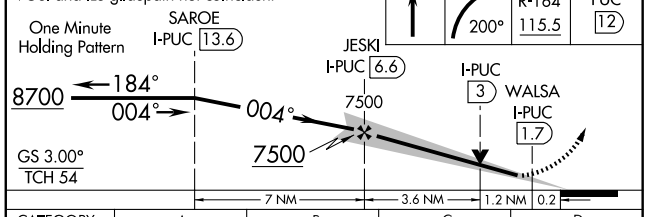

ELEV 5957

MIRL Rwys 14-32 and 18-36 L




Use I-PUC DME when on the localizer course.
VGSI and ILS glidepath not coincident

| 6400 | 10000 | PUC | FOSOV |
|---|---|---|---|
| | 200° | R-164 | PUC |
| | | 115.5 | 12 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 6114-1 251 (200-1) | | | |
| S-LOC 36 | 6240-1 377 (300-1) | | | 6240-1¼ 377 (300-1¼) |
| CIRCLING | 6660-1 703 (800-1) | 6740-1¼ 783 (800-1¼) | 6820-2½ 863 (900-2½) | 6980-3 1023 (1100-3) |

SW-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 8313 |
|---|---|---|
| 004° | TDZE | 5835 |
| | Apt Elev | 5953 |

# RNAV (GPS) RWY 36

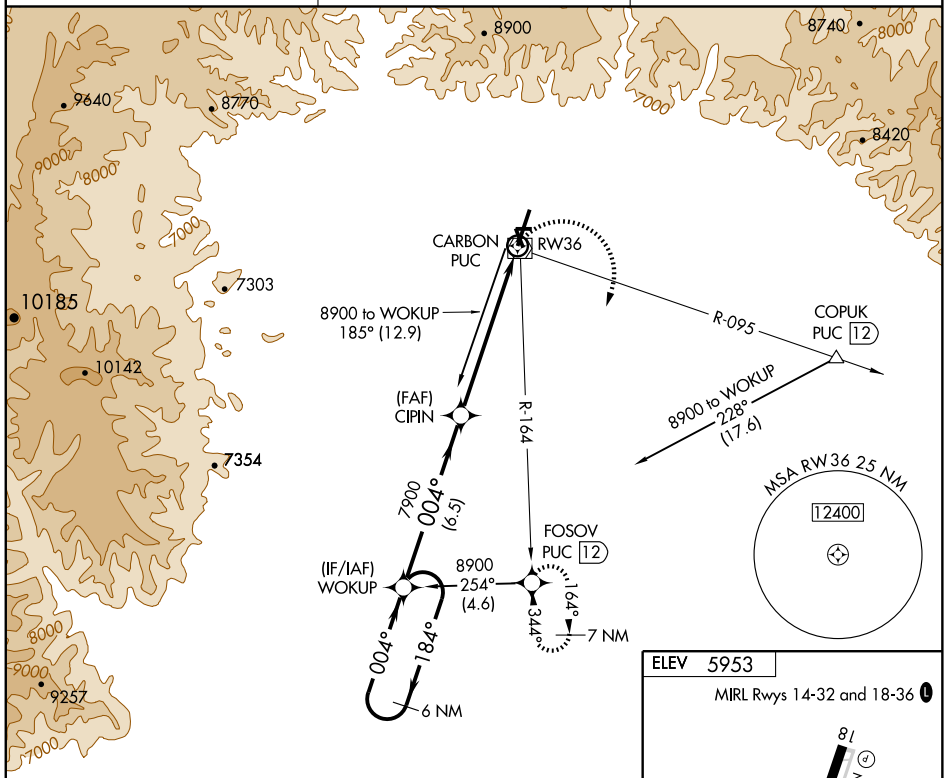
## PRICE/ CARBON COUNTY RGNL/BUCK DAVIS FIELD AIRPORT (PUC)

T NA — Circling not authorized at night to Rwy 18, 25, and 32. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

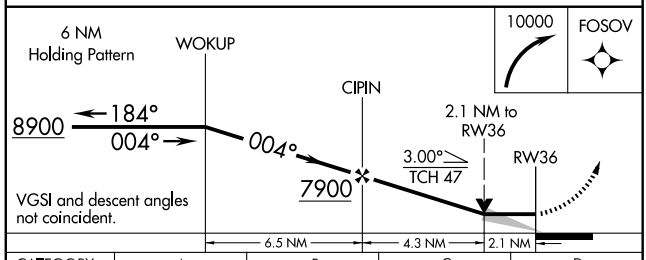
MALSF

MISSED APPROACH: Climbing right turn to 10000 direct FOSOV WP and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.425 | 133.9 370.85 | 122.8 (CTAF) L |



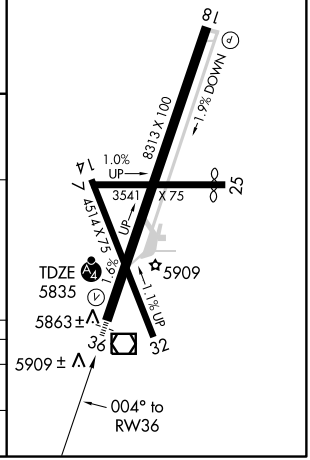

Procedure NA for arrival at COPUK via V134 eastbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6400-1 565 (500-1) | | 6400-1½ 565 (500-1½) | 6400-1¾ 565 (500-1¾) |
| CIRCLING | 6660-1 707 (800-1) | 6740-1¼ 787 (800-1¼) | 6820-2½ 867 (900-2½) | 6980-3 1027 (1100-3) |

ELEV 5953

MIRL Rwys 14-32 and 18-36 L



| VOR/DME PUC | APP CRS | Rwy ldg | 8313 |
|---|---|---|---|
| 115.5 | 009° | TDZE | 5835 |
| Chan 102 | | Apt Elev | 5953 |

# VOR/DME RWY 36

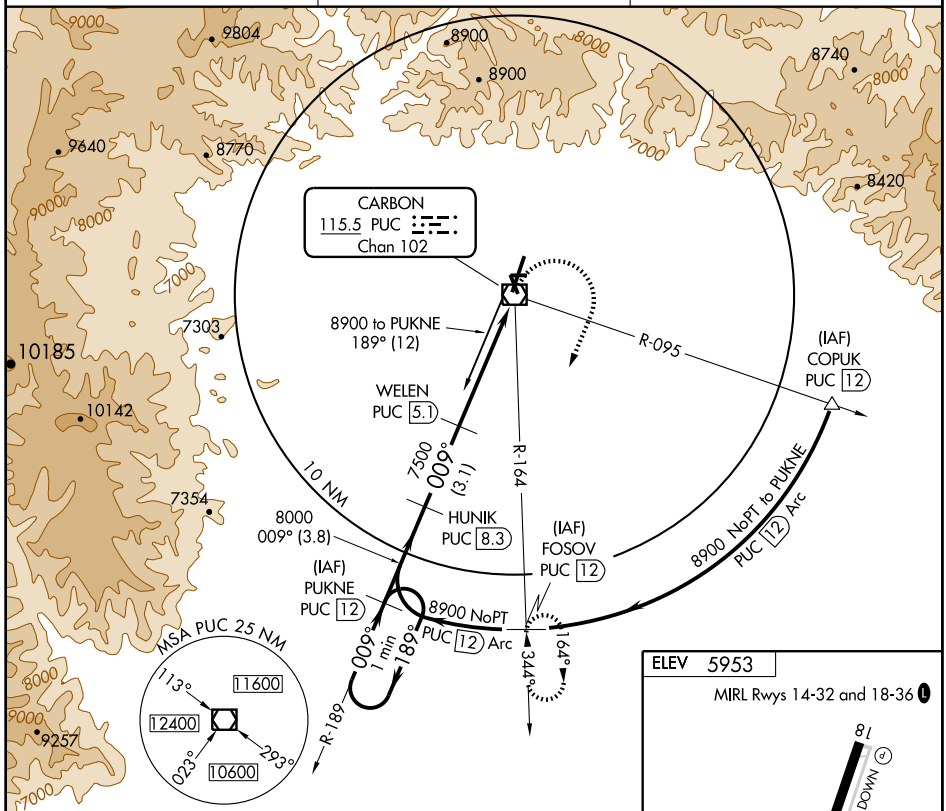
## PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

Circling NA at night to Rwy 18, 25, and 32.

MALSF

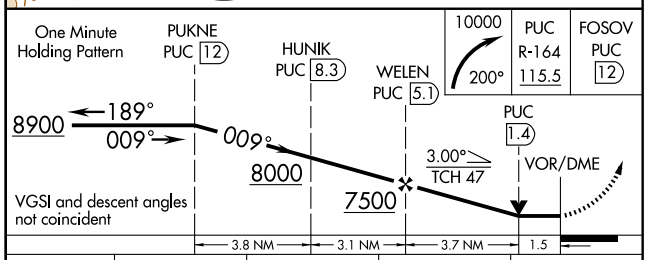
MISSED APPROACH: Climbing right turn to 10000 via heading 200° and PUC VOR/DME R-164 to FOSOV/12 DME and hold.

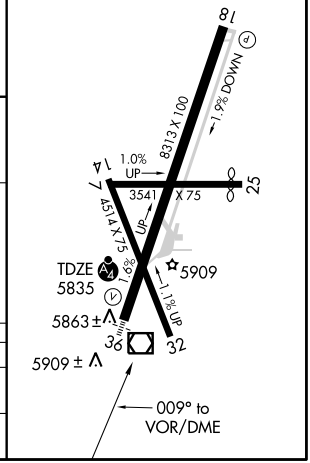
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.425 | 133.9 370.85 | 122.8 (CTAF) L |




ELEV 5953

MIRL Rwys 14-32 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 6240-1 405 (300-1) | | 6240-1¼ 405 (300-1¼) | |
| CIRCLING | 6660-1 707 (800-1) | 6740-1¼ 787 (800-1¼) | 6820-2½ 867 (900-2½) | 6980-3 1027 (1100-3) |

SW-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PUC | APP CRS | Rwy ldg | 8313 |
|---|---|---|---|
| 115.5 | 009° | TDZE | 5835 |
| Chan 102 | | Apt Elev | 5953 |

# VOR RWY 36

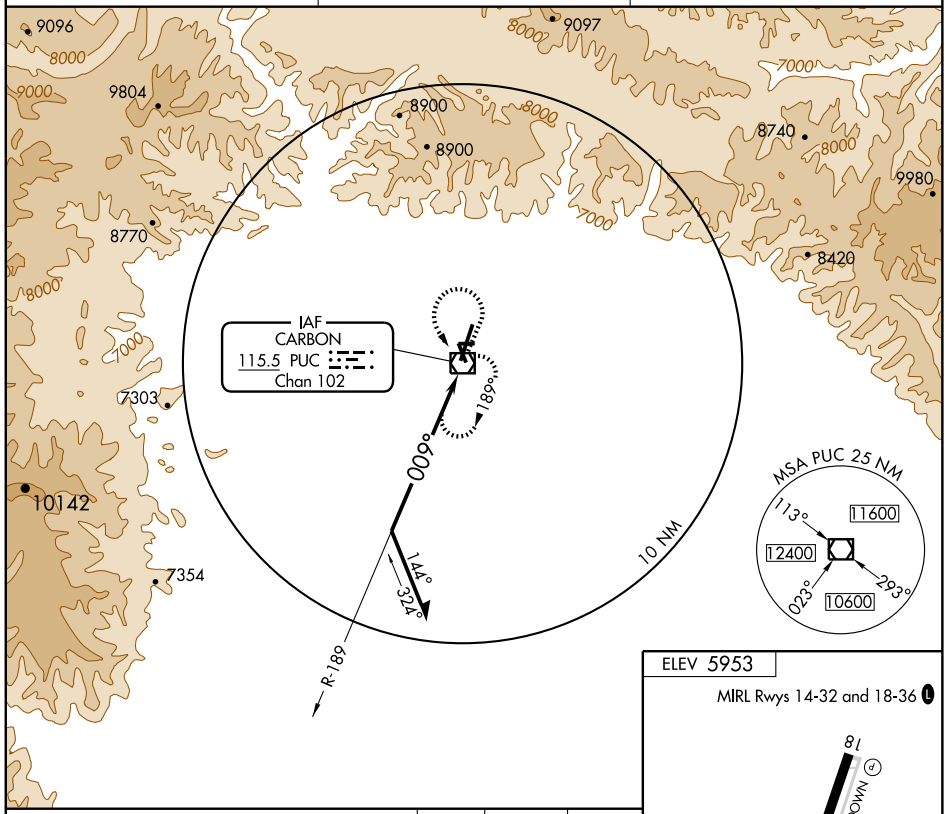
## PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

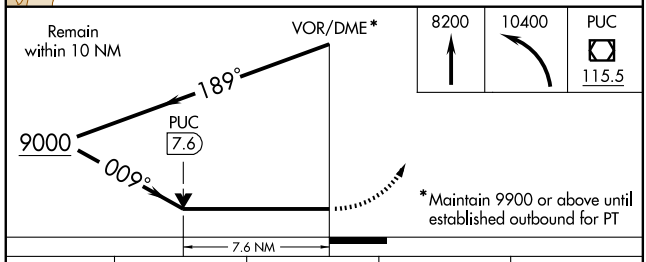
Circling NA at night to Rwy 18, 25, and 32.

MALSF

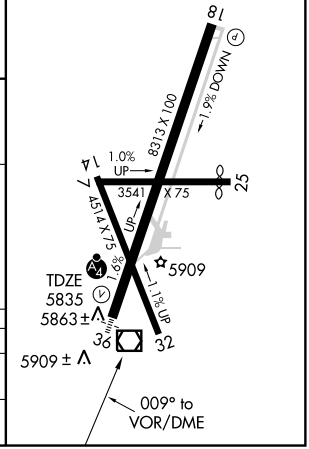
MISSED APPROACH: Climb to 8200, then climbing left turn to 10400 direct PUC VOR/DME and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.425 | 133.9 370.85 | 122.8 (CTAF) L |




*Maintain 9900 or above until established outbound for PT

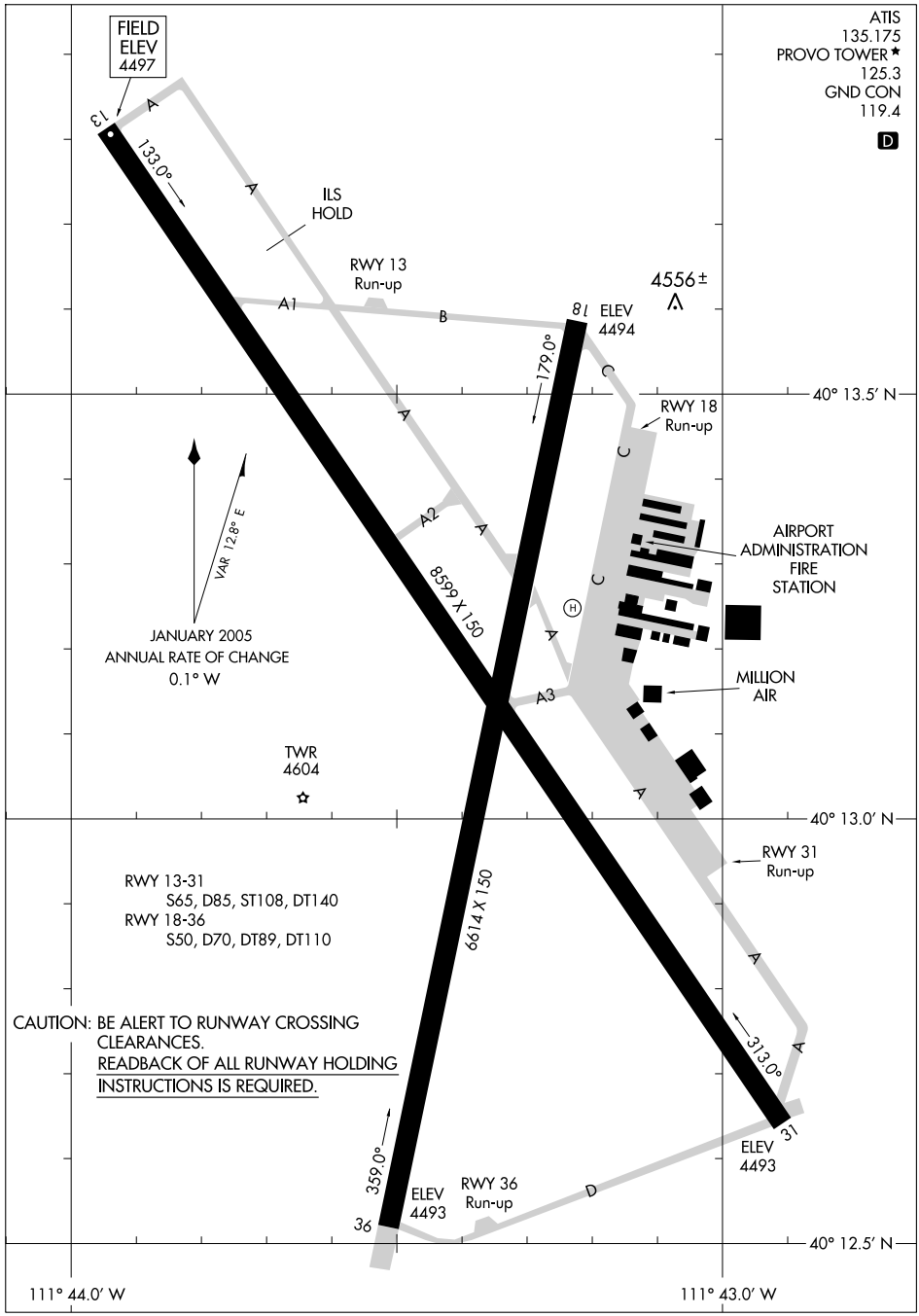



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 7880-1¼ 2045 (2000-1¼) | 7880-1½ 2045 (2000-1½) | 7880-3 2045 (2000-3) | |
| CIRCLING | 7880-1¼ 1927 (2000-1¼) | 7880-1½ 1927 (2000-1½) | 7880-3 1927 (2000-3) | |

# AIRPORT DIAGRAM

AL-683 (FAA)

PROVO MUNI (PVU)
PROVO, UTAH




SW-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PVU 110.3 Chan 40 | APP CRS 134° | Rwy ldg 8599 TDZE 4497 Apt Elev 4497 |
|---|---|---|

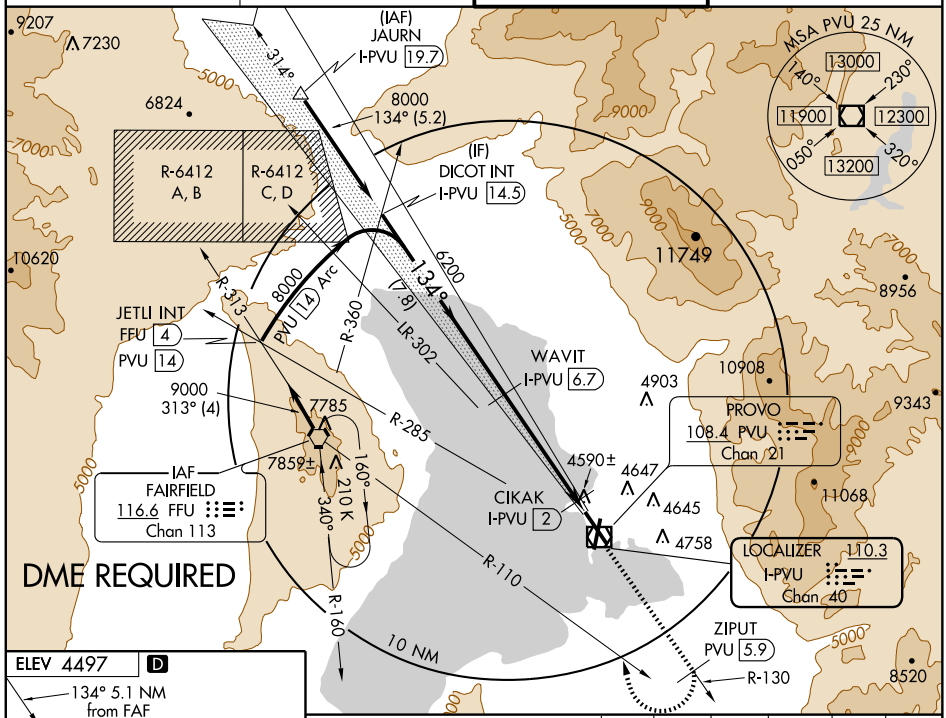
# ILS or LOC/DME RWY 13

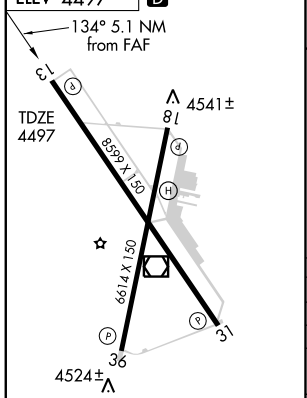
PROVO MUNI (PVU)

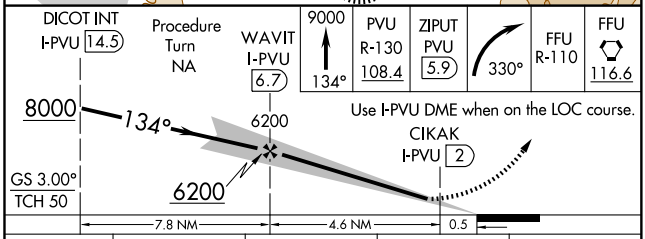
Circling NA East of Rwys 18 and 31.
*Missed approach requires minimum climb of 315 feet per NM to 8600.

MISSED APPROACH: Climb to 9000 via heading 134° to intercept PVU VOR/DME R-130 to ZIPUT/PVU 5.9 DME then climbing right turn via heading 330° and FFU VORTAC R-110 to FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | PROVO TOWER ★ | GND CON |
|---|---|---|---|
| 135.175 | 124.3 322.3 | 125.3 (CTAF) | 119.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13* | 4697-¾ 200 (200-¾) | | | |
| S-LOC 13* | 4820-1 323 (400-1) | | | |
| CIRCLING* | 4900-1 403 (500-1) | 4960-1 463 (500-1) | 4980-1½ 483 (500-1½) | 5060-2 563 (600-2) |
| S-ILS 13 | 4947-1½ 450 (500-½) | | | |
| S-LOC 13 | 5100-1 603 (700-1) | | 5100-1¾ 603 (700-1¾) | 5100-2 603 (700-2) |
| CIRCLING | 5100-1 603 (700-1) | | 5100-1¾ 603 (700-1¾) | 5100-2 603 (700-2) |

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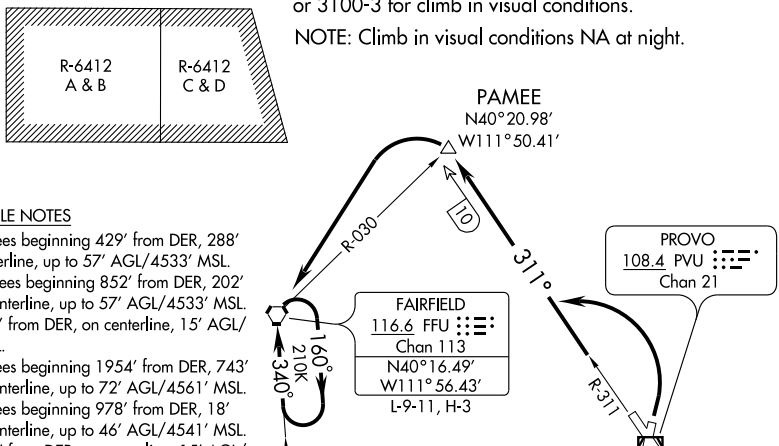
# PROVO FOUR DEPARTURE (OBSTACLE)

ATIS 135.175
GND CON 119.4
PROVO TOWER ★
125.3 (CTAF)
SALT LAKE CITY DEP CON
118.85

TAKE-OFF MINIMUMS

Rwy 13: Standard with a minimum climb of 400′ per NM to 9000, or 3100-3 for climb in visual conditions.
Rwy 18: Standard with a minimum climb of 350′ per NM to 9000, or 3100-3 for climb in visual conditions.
Rwy 31: Standard with a minimum climb of 380′ per NM to 9000, or 3100-3 for climb in visual conditions.
Rwy 36: Standard with a minimum climb of 365′ per NM to 9000, or 3100-3 for climb in visual conditions.

NOTE: Climb in visual conditions NA at night.




TAKE-OFF OBSTACLE NOTES

Rwy 18: Multiple trees beginning 429′ from DER, 288′ left of centerline, up to 57′ AGL/4533′ MSL. Multiple trees beginning 852′ from DER, 202′ right of centerline, up to 57′ AGL/4533′ MSL. Road 775′ from DER, on centerline, 15′ AGL/4518′ MSL.
Rwy 31: Multiple trees beginning 1954′ from DER, 743′ right of centerline, up to 72′ AGL/4561′ MSL.
Rwy 36: Multiple trees beginning 978′ from DER, 18′ right of centerline, up to 46′ AGL/4541′ MSL. Road 210′ from DER, on centerline, 15′ AGL/4516′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 18: Climbing right turn to 9000 via PVU VOR/DME R-230 to CALUB INT/PVU 11 DME and a right turn via FFU VORTAC R-160 to FFU VORTAC and hold. Thence....
or climb in visual conditions to cross Provo Muni Airport southwest bound at or above 7400, climb to 9000 via PVU R-230 to CALUB INT/PVU 11 DME and right turn via FFU R-160 to FFU VORTAC and hold. Thence...

TAKE-OFF RUNWAY 31: Climb to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence....
or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence...

TAKE-OFF RUNWAY 36: Climbing left turn to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence....
or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME, and left turn direct FFU VORTAC and hold. Thence...

....Expect clearance for filed route and altitude within 10 minutes after departure.

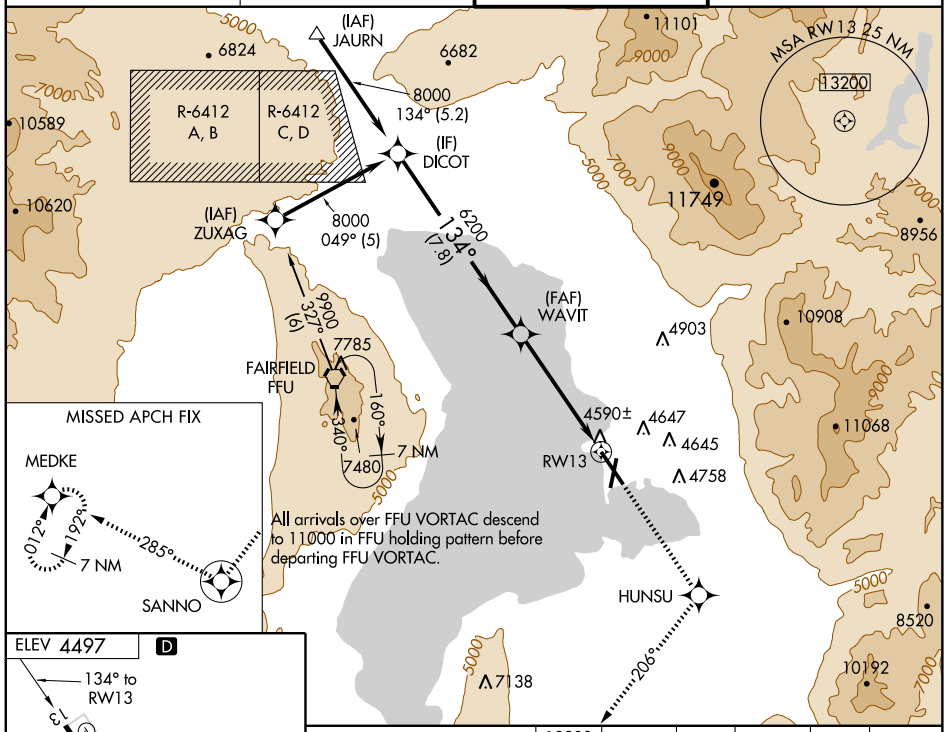
| WAAS CH 97307 W13A | APP CRS 134° | Rwy ldg 8599<br>TDZE 4497<br>Apt Elev 4497 |
|---|---|---|

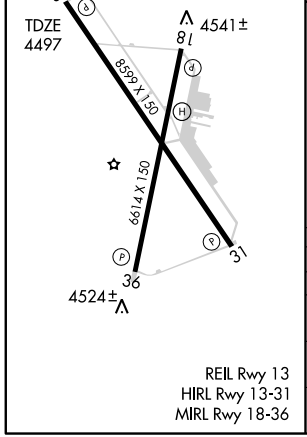
# RNAV (GPS) RWY 13
## PROVO MUNI (PVU)

Circling NA East of Rwys 18 and 31.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F).
DME/DME RNP- 0.3 NA.

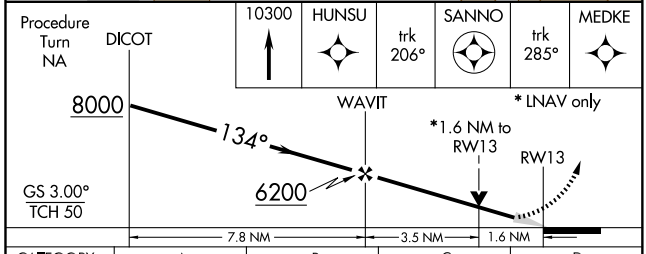
MISSED APPROACH: Climb to 10300 direct HUNSU and via track 206° to SANNO and via track 285° to MEDKE and hold, continue climb-in-hold to 10300.

| ATIS | SALT LAKE CITY APP CON | PROVO TOWER ★ | GND CON |
|---|---|---|---|
| 135.175 | 124.3 322.3 | 125.3 (CTAF) | 119.4 |




REIL Rwy 13
HIRL Rwy 13-31
MIRL Rwy 18-36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4770-1 273 (300-1) | | | |
| LNAV/VNAV DA | 4940-1½ 443 (500-1½) | | | |
| LNAV MDA | 5040-1 543 (600-1) | | 5040-1½ 543 (600-1½) | 5040-1¾ 543 (600-1¾) |
| CIRCLING | 5040-1 543 (600-1) | | 5040-1½ 543 (600-1½) | 5060-2 563 (600-2) |

| VOR/DME PVU 108.4 Chan 21 | APP CRS 134° | Rwy ldg 8599<br>TDZE 4497<br>Apt Elev 4497 |
|---|---|---|

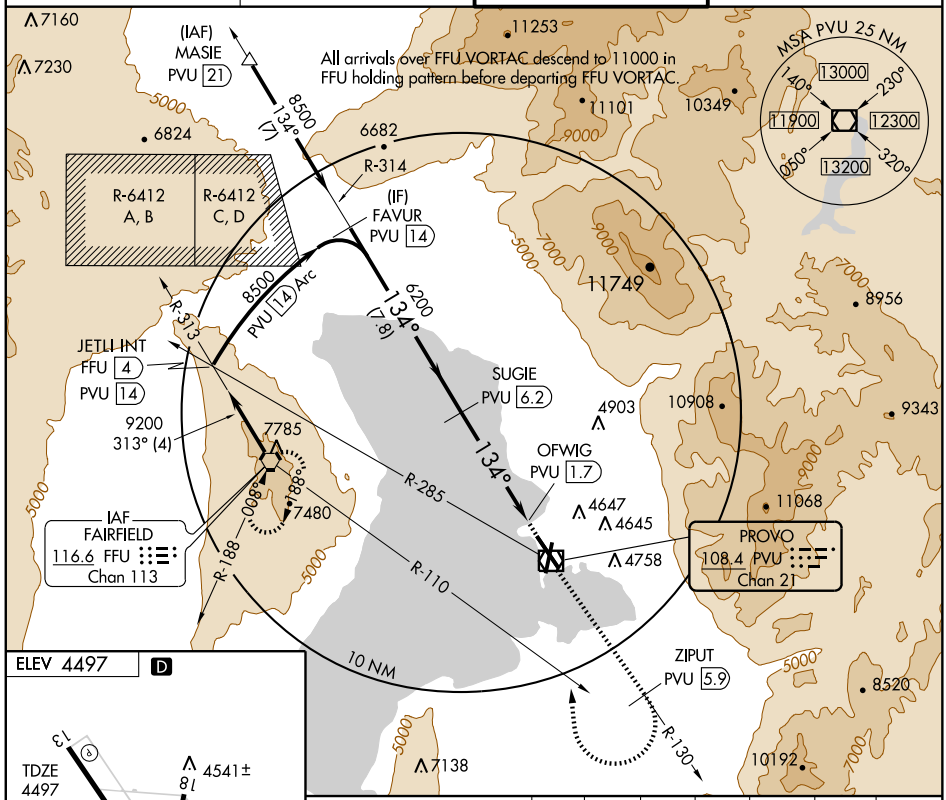
# VOR/DME RWY 13

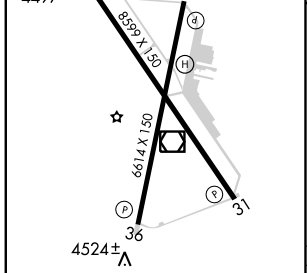
## PROVO MUNI (PVU)

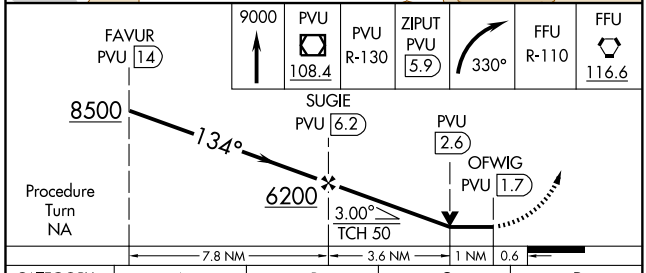
Circling NA East of Rwys 18 and 31.

MISSED APPROACH: Climb to 9000 direct PVU VOR/DME and PVU R-130 to ZIPUT/5.9 DME then climbing right turn via heading 330° and FFU VORTAC R-110 to FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | PROVO TOWER ★ | GND CON |
|---|---|---|---|
| 135.175 | 124.3 322.3 | 125.3 (CTAF) | 119.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 5040-1 543 (600-1) | | 5040-1½ 543 (600-1½) | 5040-1¾ 543 (600-1¾) |
| CIRCLING | 5040-1 543 (600-1) | | 5040-1½ 543 (600-1½) | 5060-2 563 (600-2) |

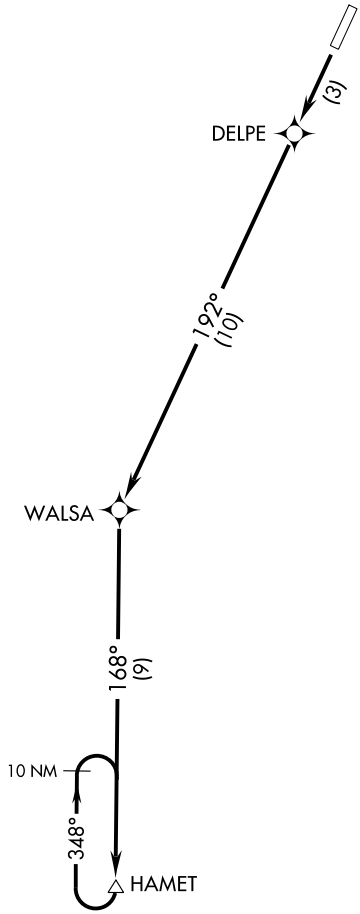
REIL Rwy 13
HIRL Rwy 13-31
MIRL Rwy 18-36

SW-4. 14 JAN 2010 to 11 FEB 2010

# HAMET TWO DEPARTURE (RNAV) (OBSTACLE)



SALT LAKE CITY CENTER
133.6 269.25
UNICOM 122.8 (CTAF)
AWOS-3 133.375




NOTE: GPS Required.

NOTE: RNAV 1

TAKE-OFF MINIMUMS
Rwy 1: NA-ATC.
Rwy 19: Standard with a minimum climb of 382′ per NM to 14700.

TAKE-OFF OBSTACLE NOTE
Rwy 19: Road 0′ from DER, 400′ right of centerline, 15′ AGL/5334′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

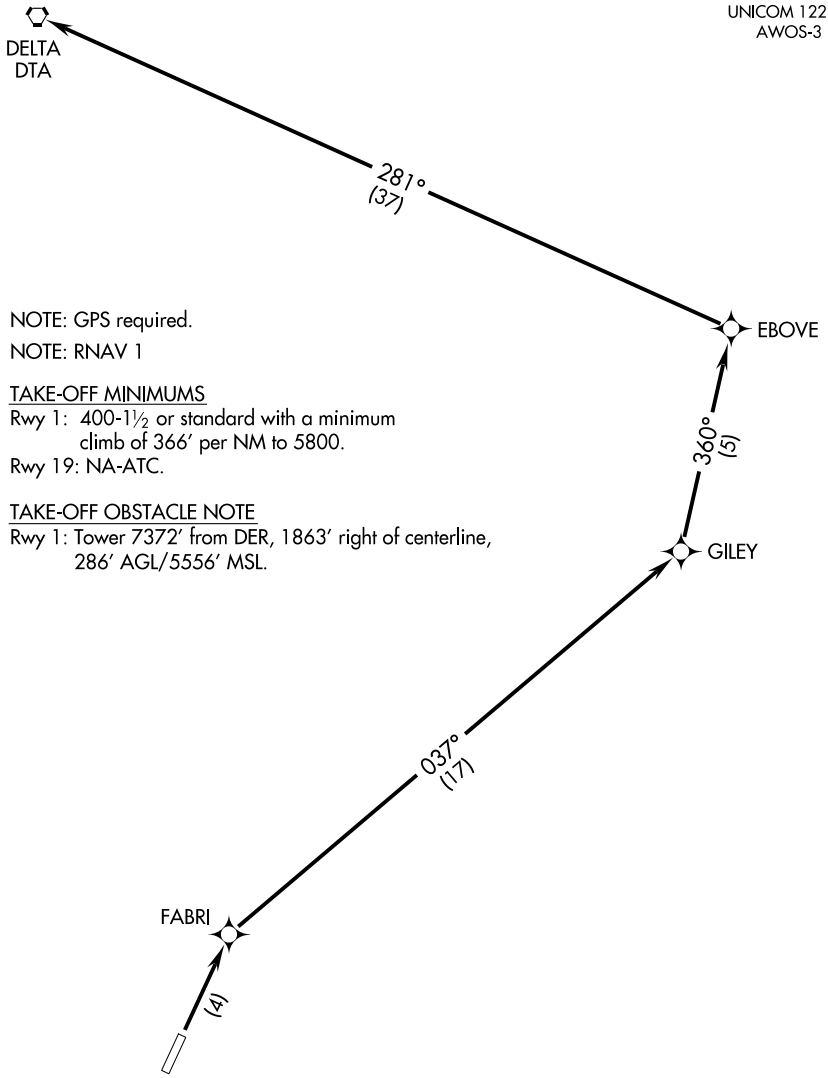
TAKE-OFF RUNWAY 19: Climb direct DELPE, then via 192° track/10 to WALSA, then via 168° track/9 to HAMET. Continue climb-in-hold at HAMET to 16000 before proceeding on course.

SW-4, 14 JAN 2010 to 11 FEB 2010

# RICHFIELD ONE DEPARTURE (RNAV) (OBSTACLE)



SALT LAKE CITY CENTER
133.6 269.25
UNICOM 122.8 (CTAF)
AWOS-3 133.375




NOTE: GPS required.

NOTE: RNAV 1

TAKE-OFF MINIMUMS
Rwy 1: 400-1½ or standard with a minimum climb of 366′ per NM to 5800.
Rwy 19: NA-ATC.

TAKE-OFF OBSTACLE NOTE
Rwy 1: Tower 7372′ from DER, 1863′ right of centerline, 286′ AGL/5556′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb direct FABRI, then via 037° track/17 to GILEY, then via 360° track/5 to EBOVE, then via 281° track/37 to DELTA VORTAC, maintain 10700.

| APP CRS | Rwy ldg | 6600 |
|---|---|---|
| 207° | TDZE | 5275 |
| | Apt Elev | 5301 |

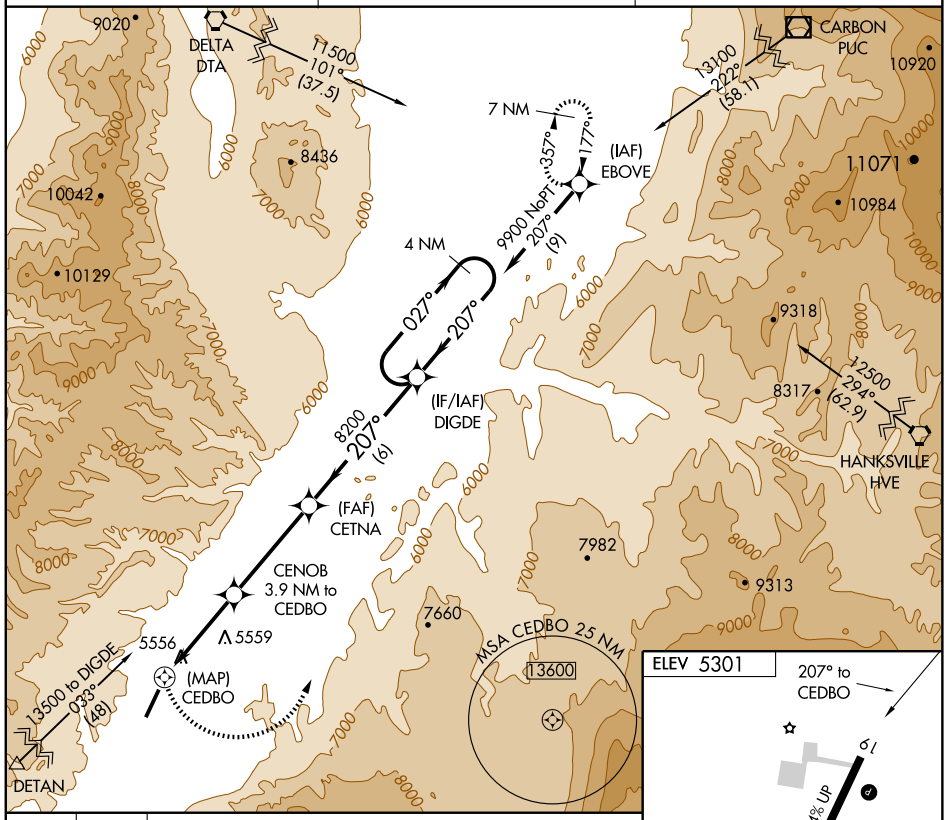
# RNAV (GPS) RWY 19
## RICHFIELD MUNI (RIF)

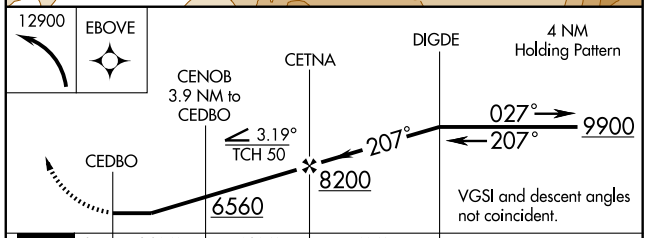
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

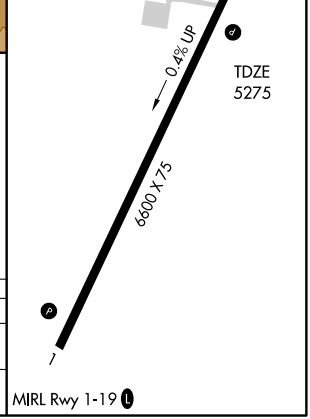
NA

MISSED APPROACH: Climbing left turn to 12900 direct EBOVE WP and hold.

| AWOS-3 | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 133.375 | 133.6 269.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6440-1¼<br>1165 (1200-1¼) | 6440-1½<br>1165 (1200-1½) | 6440-3<br>1165 (1200-3) | NA |
| CIRCLING | 6780-1¼<br>1479 (1500-1¼) | 7120-1½<br>1819 (1900-1½) | 7280-3<br>1979 (2000-3) | NA |

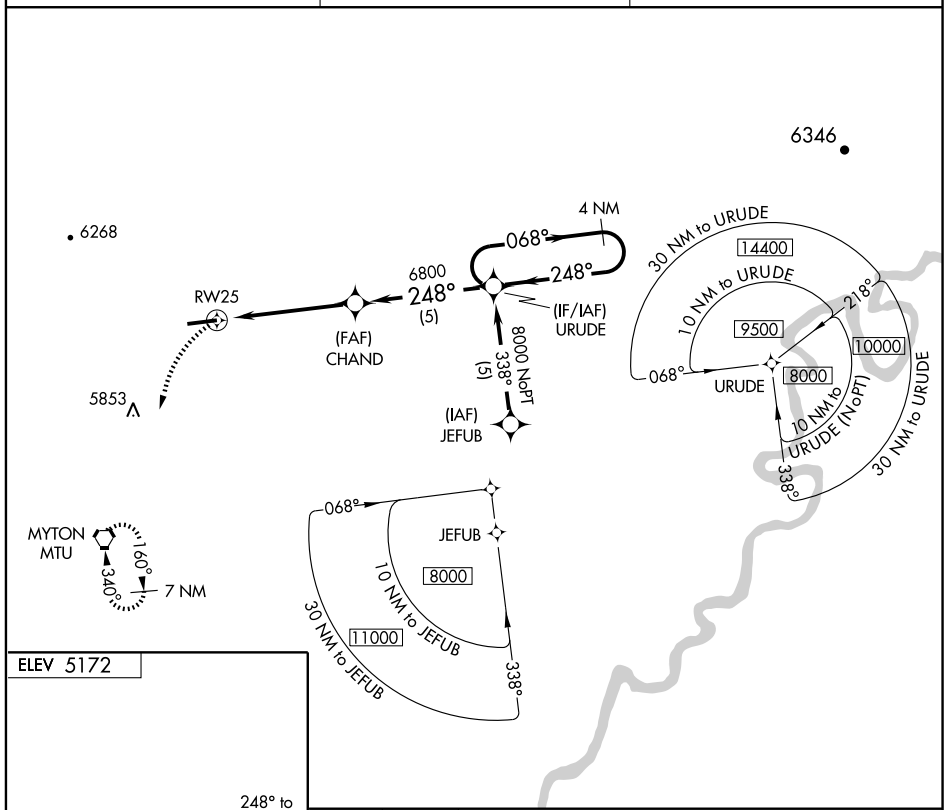
| APP CRS | Rwy ldg | 6500 |
|---|---|---|
| 248° | TDZE | 5140 |
| | Apt Elev | 5172 |

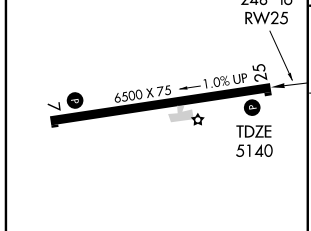
# RNAV (GPS) RWY 25
## ROOSEVELT MUNI (74V)

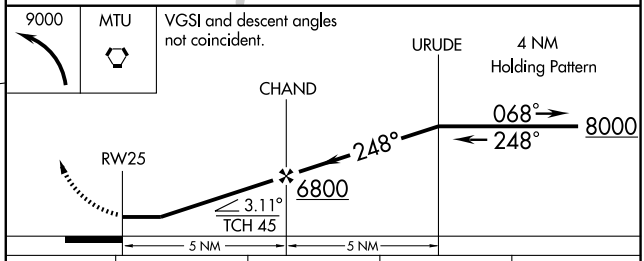
Use Vernal altimeter setting. When not received, procedure not authorized.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 9000 direct MTU VORTAC and hold.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 118.975 | 122.1R | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5880-1 740 (800-1) | | 5880-2 740 (800-2) | NA |
| CIRCLING | 6140-1¼ 968 (1000-1¼) | 6140-1½ 968 (1000-1½) | 6260-3 1088 (1100-3) | NA |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SW-4, 14 JAN 2010 to 11 FEB 2010

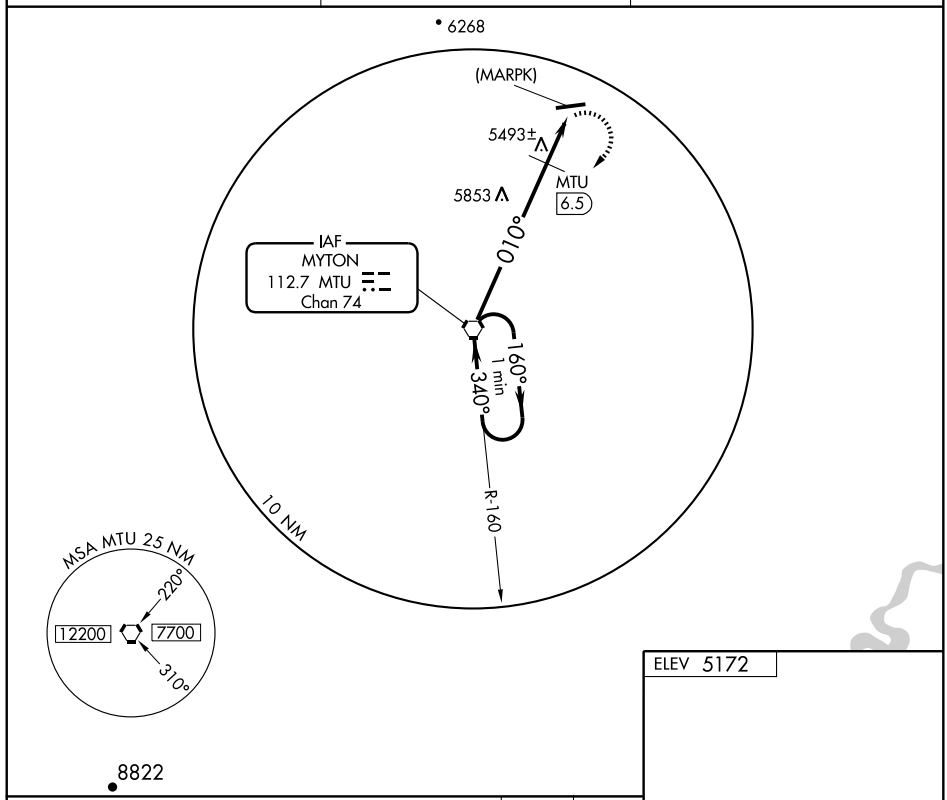
| VORTAC MTU 112.7 Chan 74 | APP CRS 010° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 5172 |
|---|---|---|

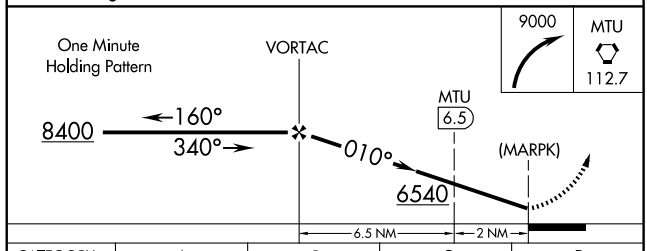
# VOR or GPS-A
## ROOSEVELT MUNI (74V)

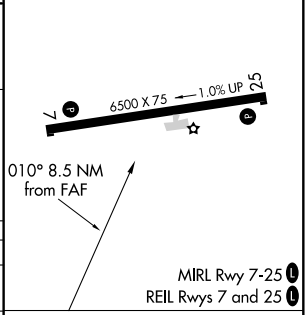
Use Vernal altimeter setting. When not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 9000 direct MTU VORTAC and hold.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 118.975 | 122.1R | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6540-1¼<br>1368 (1400-1¼ ) | 6540-1½<br>1368 (1400-1½ ) | 6540-3<br>1368 (1400-3) | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 6140-1¼<br>968 (1000-1¼) | 6140-1½<br>968 (1000-1½) | 6260-3<br>1088 (1100-3) | NA |

FAF to MAP 8.5 NM

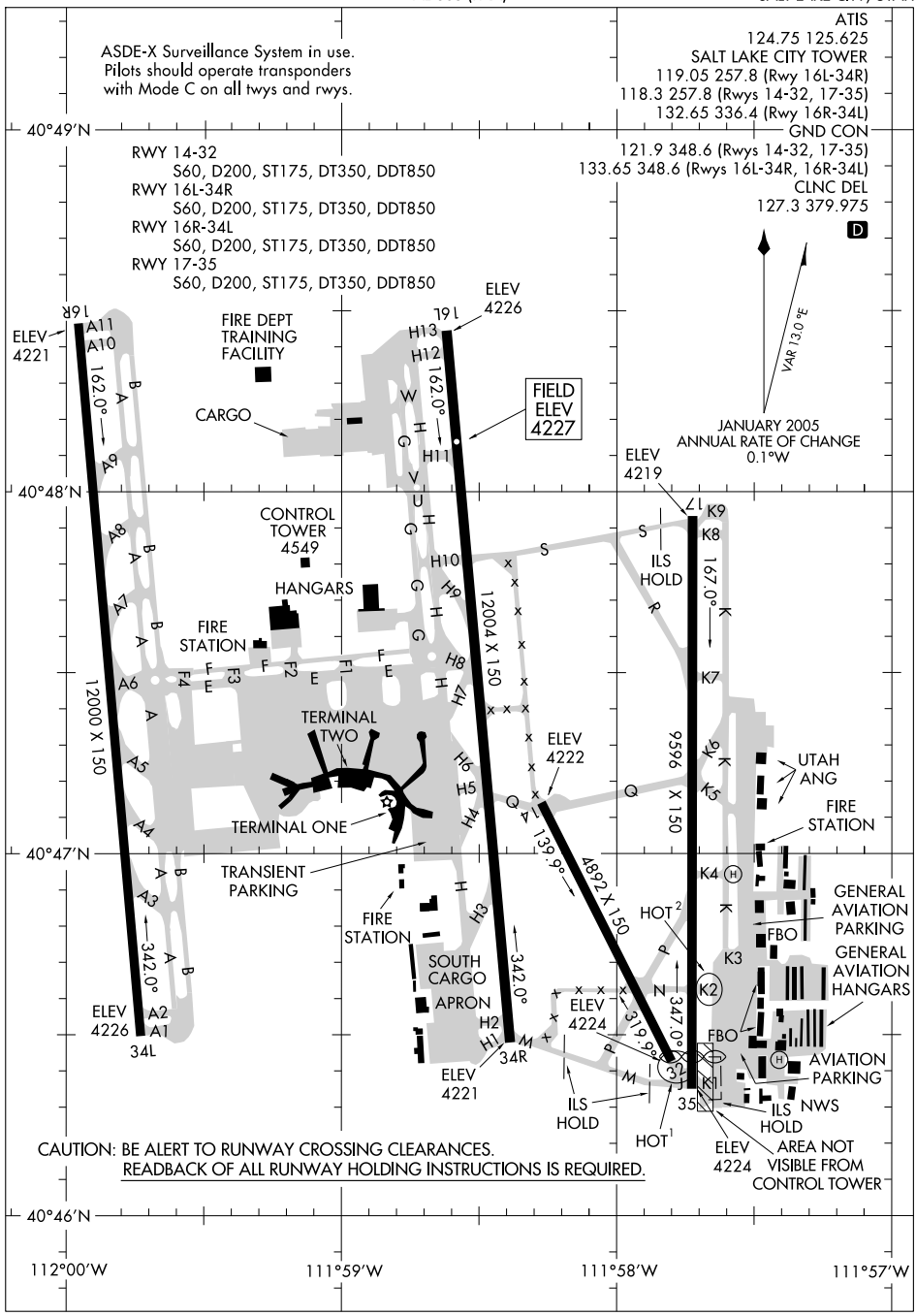
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |

SW-4. 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-365 (FAA)

SALT LAKE CITY INTL (SLC)
SALT LAKE CITY, UTAH

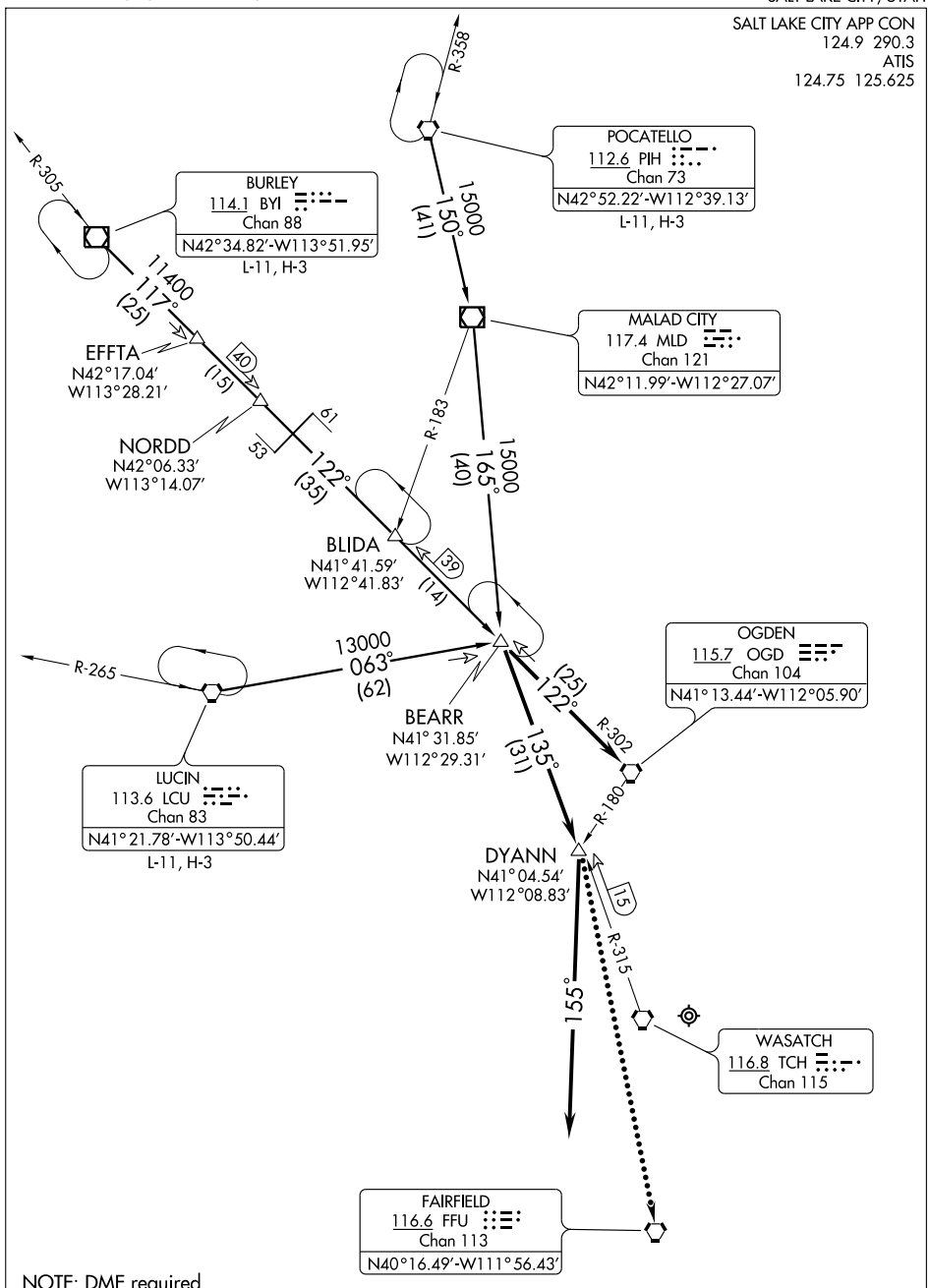


(BEARR.BEARR4) 09351

# BEARR FOUR ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH




NOTE: DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

BURLEY TRANSITION (BYI.BEARR4): From over BYI VOR/DME via BYI R-117 and OGD R-302 to BEARR INT. Thence....
LUCIN TRANSITION (LCU.BEARR4): From over LCU VORTAC via LCU R-063 to BEARR INT.Thence....
POCATELLO TRANSITION (PIH.BEARR4): From over PIH VORTAC via PIH R-150 to MLD VOR/DME, then via MLD R-165 to BEARR INT. Thence....

.... LANDING NORTH: Via TCH R-315 to DYANN INT. After DYANN INT fly heading 155° for vectors ILS/DME or VISUAL RWY 34L approach.
.... LANDING SOUTH: Via OGD R-302 to OGD VORTAC. Expect ILS/DME RWY 16L approach.

LOST COMMUNICATIONS: LANDING NORTH: In the event of lost communications, at DYANN INT proceed direct FFU VORTAC. Maintain 13,000′ until FFU VORTAC.

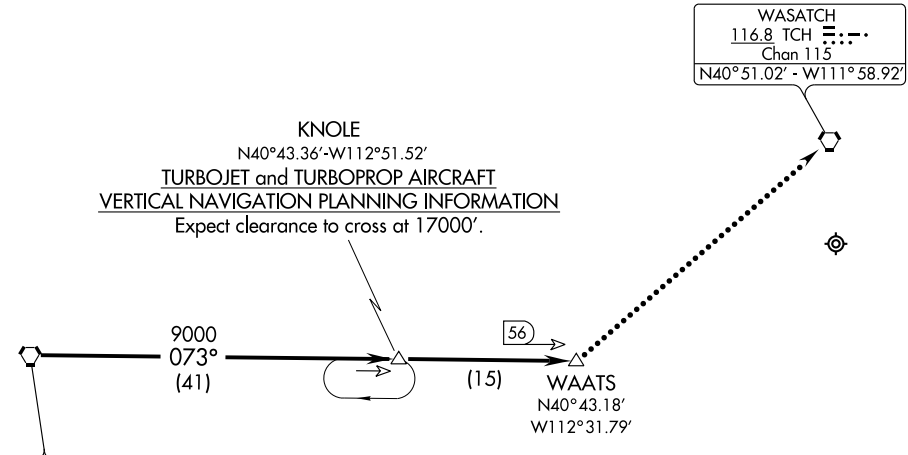
SW-4, 14 JAN 2010 to 11 FEB 2010

# BONNEVILLE ONE ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH

SALT LAKE CITY APP CON
124.3 322.3
ATIS 124.75 125.625




NOTE: DME required.

NOTE: Chart not to scale.

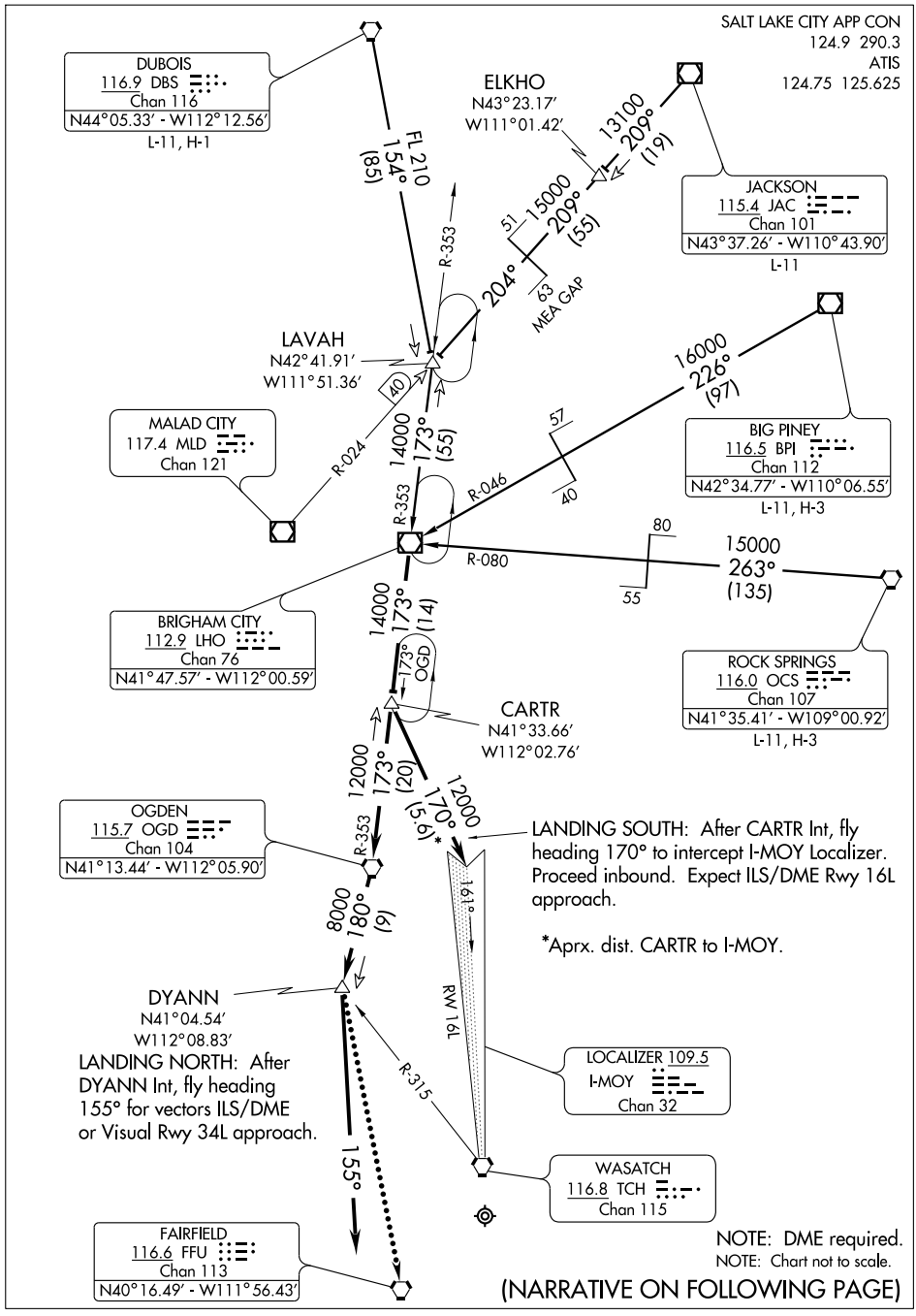
From over BVL VORTAC via BVL R-073 to WAATS DME Fix, thence expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications at WAATS, proceed direct TCH VORTAC. Maintain 13000′ until TCH VORTAC.

# BRIGHAM CITY THREE ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH




(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

BIG PINEY TRANSITION (BPI.LHO3): From over BPI VOR/DME via BPI R-226 and LHO R-046 to LHO VOR/DME. Thence....

DUBOIS TRANSITION (DBS.LHO3): From over DBS VORTAC via DBS R-154 to LAVAH INT, then via LHO R-353 to LHO VOR/DME. Thence....

JACKSON TRANSITION (JAC.LHO3): From over JAC VOR/DME via JAC R-209 and MLD R-024 to LAVAH INT, then via LHO R-353 to LHO VOR/DME. Thence....

ROCK SPRINGS TRANSITION (OCS.LHO3): From over OCS VORTAC via OCS R-263 and LHO R-080 to LHO VOR/DME. Thence....

LANDING NORTH:
.... From over LHO VOR/DME via LHO R-173 to CARTR INT, then via OGD R-353 to OGD VORTAC, then via OGD R-180 to DYANN INT. After DYANN INT, fly heading 155° for vectors ILS/DME or VISUAL RWY 34L approach.

LANDING SOUTH:
.... From over LHO VOR/DME via LHO R-173 to CARTR INT. After CARTR INT, fly heading 170° to intercept I-MOY Localizer, proceed inbound. Expect ILS/DME RWY 16L approach.

LOST COMMUNICATIONS:
LANDING NORTH: In the event of lost communications, at DYANN INT proceed direct FFU VORTAC. Maintain 13,000′ until FFU VORTAC.

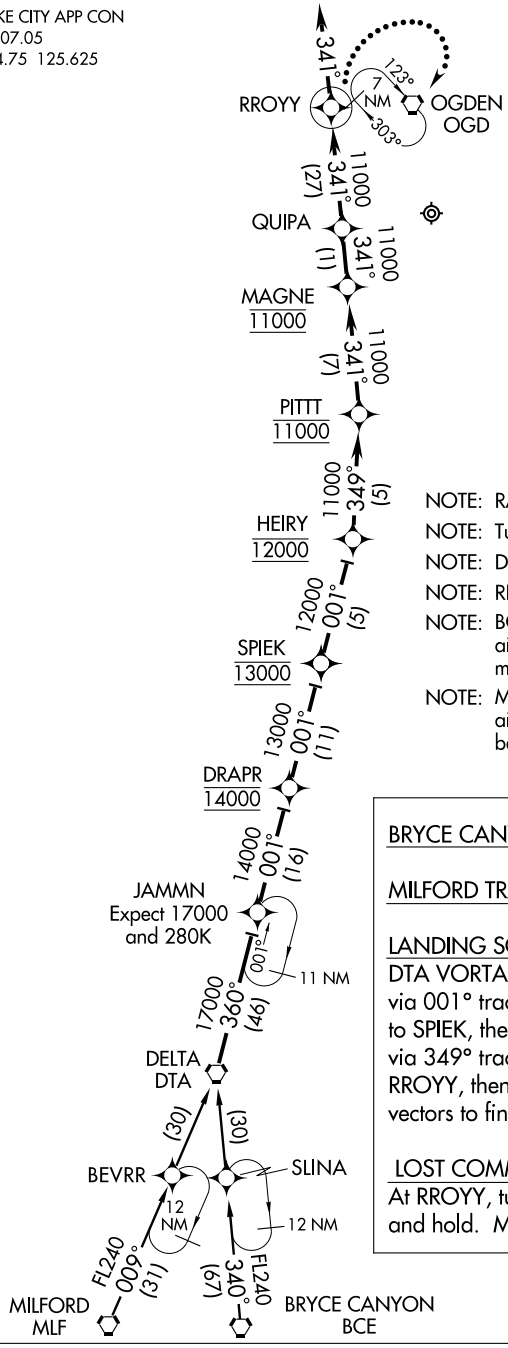
SW-4, 14 JAN 2010 to 11 FEB 2010

# DELTA THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH

SALT LAKE CITY APP CON
128.1 307.05
ATIS 124.75 125.625




NOTE: RADAR required.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: BCE TRANSITION: For Non-GPS equipped aircraft, BVL, FFU, TCH, and OGD DMEs must be operational.

NOTE: MLF TRANSITION: For Non-GPS equipped aircraft, BVL, TCH, and OGD DMEs must be operational.

BRYCE CANYON TRANSITION (BCE.DELTA3)

MILFORD TRANSITION (MLF.DELTA3)

LANDING SOUTH (RWY 16L/16R/17): From DTA VORTAC via 360° track to JAMMN, then via 001° track to DRAPR, then via 001° track to SPIEK, then via 001° track to HEIRY, then via 349° track to PITTT, then as depicted to RROYY, then via 341° heading. Expect radar vectors to final approach course.

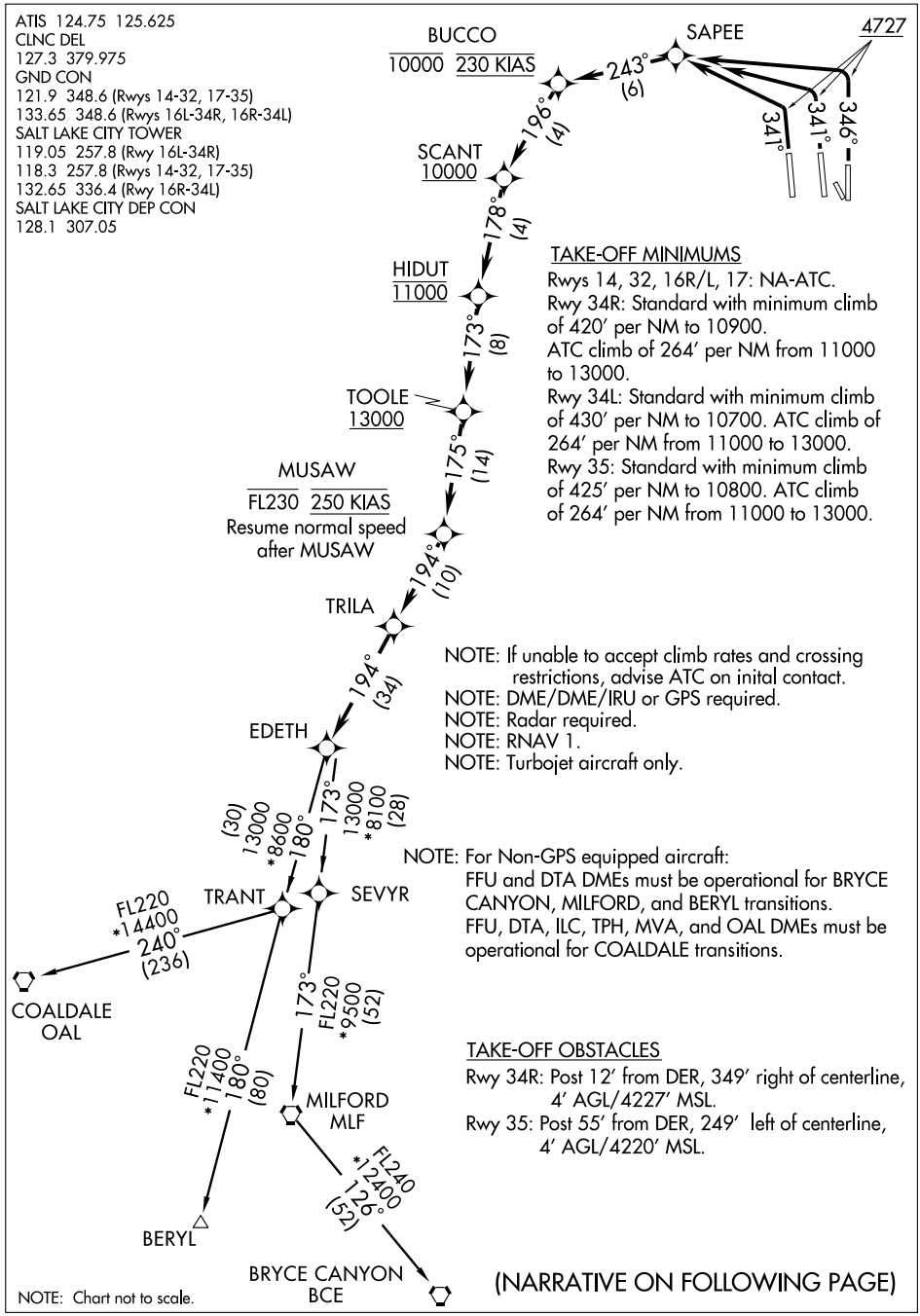
LOST COMMUNICATIONS:
At RROYY, turn right direct OGD VORTAC and hold. Maintain 11000.

NOTE: Chart not to scale.

# EDETH ONE DEPARTURE (RNAV)

SALT LAKE CITY INTL(SLC)
SALT LAKE CITY, UTAH

ATIS 124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
128.1 307.05




TAKE-OFF MINIMUMS

Rwys 14, 32, 16R/L, 17: NA-ATC.
Rwy 34R: Standard with minimum climb of 420′ per NM to 10900.
ATC climb of 264′ per NM from 11000 to 13000.
Rwy 34L: Standard with minimum climb of 430′ per NM to 10700. ATC climb of 264′ per NM from 11000 to 13000.
Rwy 35: Standard with minimum climb of 425′ per NM to 10800. ATC climb of 264′ per NM from 11000 to 13000.

NOTE: If unable to accept climb rates and crossing restrictions, advise ATC on inital contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.

NOTE: For Non-GPS equipped aircraft:
FFU and DTA DMEs must be operational for BRYCE CANYON, MILFORD, and BERYL transitions.
FFU, DTA, ILC, TPH, MVA, and OAL DMEs must be operational for COALDALE transitions.

TAKE-OFF OBSTACLES

Rwy 34R: Post 12′ from DER, 349′ right of centerline, 4′ AGL/4227′ MSL.
Rwy 35: Post 55′ from DER, 249′ left of centerline, 4′ AGL/4220′ MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .
TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .
TAKE-OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct SAPEE, then via depicted route to EDETH, thence. . . .

. . . .via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

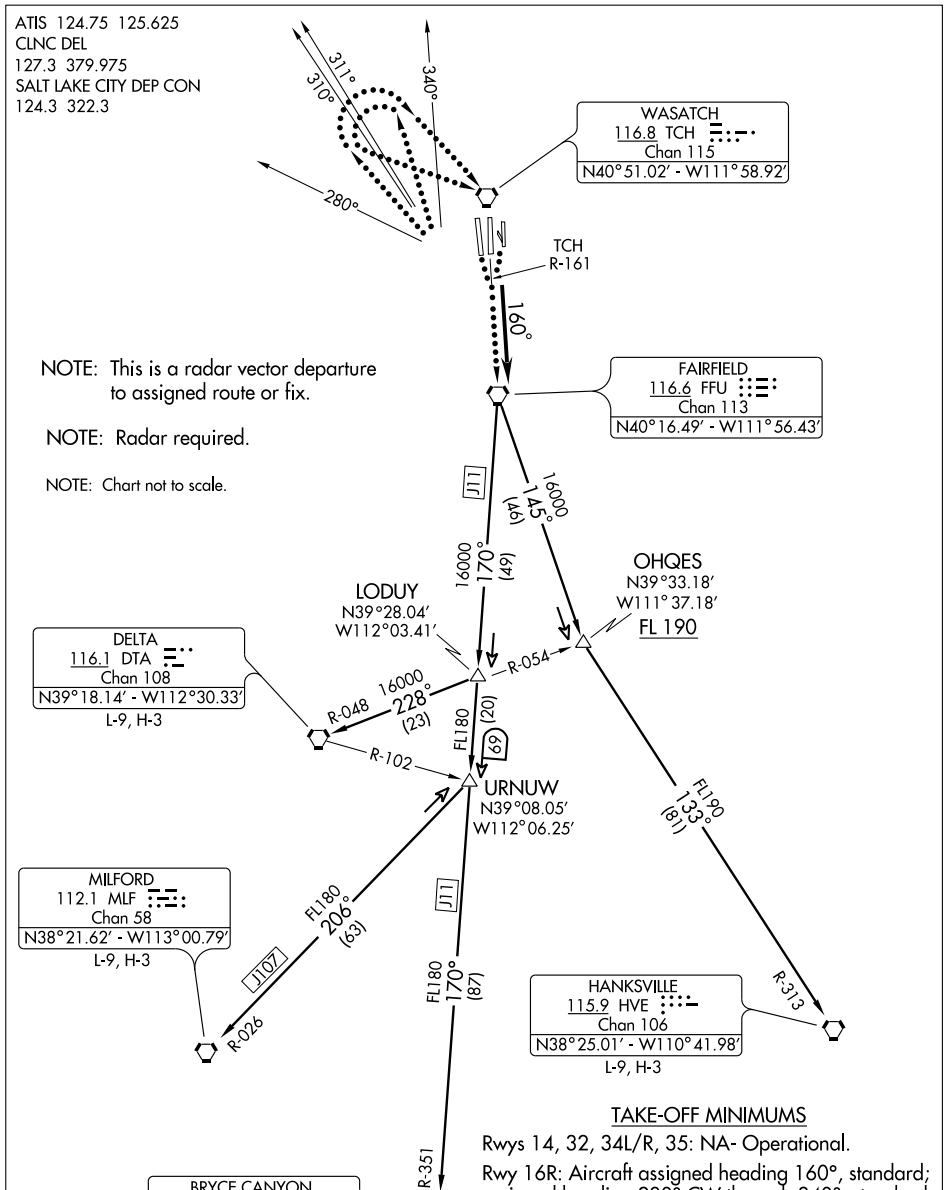
BERYL TRANSITION (EDETH1.BERYL)
BRYCE CANYON TRANSITION (EDETH1.BCE)
COALDALE TRANSITION (EDETH1.OAL)
MILFORD TRANSITION (EDETH1.MLF)

SW-4, 14 JAN 2010 to 11 FEB 2010

# FAIRFIELD SIX DEPARTURE (OBSTACLE)



ATIS 124.75 125.625
CLNC DEL
127.3 379.975
SALT LAKE CITY DEP CON
124.3 322.3




NOTE: This is a radar vector departure to assigned route or fix.

NOTE: Radar required.

NOTE: Chart not to scale.

## TAKE-OFF MINIMUMS

Rwys 14, 32, 34L/R, 35: NA- Operational.

Rwy 16R: Aircraft assigned heading 160°, standard; assigned heading 280° CW through 340°, standard with a minimum climb of 410′ per NM to 10,000′.

Rwys 16L and 17: Aircraft assigned heading 160°, standard; assigned heading 280° CW through 340°, standard with a minimum climb of 400′ per NM to 10,000′.

(NARRATIVE ON FOLLOWING PAGE)

# FAIRFIELD SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R and 17: Fly heading 160° or as assigned, maintain 10,000′ or assigned lower altitude. Expect radar vectors to FFU VORTAC then via filed/assigned transition. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control 1 minute after take-off:

Aircraft assigned heading 160°:
Runways 16L and 17 turn right, thence. . . .
Runway 16R turn left, thence. . . .
. . . . climb to 11,000′ via TCH R-161 to FFU VORTAC and continue climb via assigned/filed transition.

All others, fly assigned heading to 11,000′. Then:
Aircraft heading 280° CW through 310°: a climbing right turn, thence. . . .
Aircraft heading 311° CW through 340°: a climbing left turn, thence. . . .
. . . . direct TCH VORTAC, TCH R-161 to FFU VORTAC, and continue climb via assigned/filed transition.

BRYCE CANYON TRANSITION (FFU6.BCE): From over FFU VORTAC via FFU R-170 and BCE R-351 to BCE VORTAC.

DELTA TRANSITION (FFU6.DTA): From over FFU VORTAC via FFU R-170 and DTA R-048 to DTA VORTAC.

HANKSVILLE TRANSITION (FFU6.HVE): From over FFU VORTAC via FFU R-145 and HVE R-313 to HVE VORTAC.

MILFORD TRANSITION (FFU6.MLF): From over FFU VORTAC via FFU R-170 and MLF R-026 to MLF VORTAC.

SW-4, 14 JAN 2010 to 11 FEB 2010

# ILS or LOC/DME RWY 35

SALT LAKE CITY INTL (SLC)

| LOC/DME I-UTJ | APP CRS | Rwy ldg | 9272 |
|---|---|---|---|
| 111.5 | 346° | TDZE | 4224 |
| Chan 52 | | Apt Elev | 4227 |

For inoperative MALSR, increase S-ILS 35 all Cats visibility to RVR 4000 and S-LOC 35 Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 9000 via left turn direct TCH VORTAC and TCH VORTAC R-326 to POGJI/TCH21.9 DME and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975

MISSED APCH FIX

POGJI TCH 21.9

R-326 146° 326°

WASATCH 116.8 TCH Chan 115

MSA TCH 25 NM

11000 140° 230° 8600 050° 12700

15 NM

R-326

346° (9.9)

6400

SUPNE I-UTJ 3.1

KERNN I-UTJ 6.3

(IF) CYRSS INT I-UTJ 16.2

LOCALIZER 111.5 I-UTJ Chan 52

R-6412 C & D

R-6412 A & B

R-312

166

9100 to CYRSS 340° (13.5)

IAF FAIRFIELD 116.6 FFU Chan 113

108.4 PVU Chan 21

Procedure NA for arrivals at FFU VORTAC on airway radials 310 CW 030.

ELEV 4227

D

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

12000 X 150 | 9000 X 150 | 4892 X 150

34L 34R 32 35

346° 6.5 NM from FAF

TDZE 4224

| 9000 | TCH 116.8 | TCH R-326 | POGJI TCH 21.9 |
|---|---|---|---|

VGSI and ILS glidepath not coincident.

*LOC only

I-UTJ DME ANT. 0.2 | I-UTJ 1 | SUPNE I-UTJ 3.1 | KERNN I-UTJ 6.3 | CYRSS INT I-UTJ 16.2

9100 | 346° | 6400 | 5320*

Procedure Turn NA

GS 3.00° TCH 53

0.2 | 1 NM | 2.1 NM | 3.2 NM | 9.9 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 | 4424/18 200 (200-½) | | | | 4424/24 200 (200-½) |
| S-LOC 35 | 4700/24 476 (500-½) | | 4700/40 476 (500-¾) | 4700/50 476 (500-1) | 4700/60 476 (500-1¼) |

| LOC/DME I-MOY | APP CRS | Rwy ldg 12004 |
|---|---|---|
| 109.5 | 161° | TDZE 4227 |
| Chan 32 | | Apt Elev 4227 |

# ILS or LOC RWY 16L
## SALT LAKE CITY INTL (SLC)

For inoperative ALSF, increase S-LOC Cat D to RVR 5000. Simultaneous approach authorized with Rwy 16R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climb to 10000 via FFU VORTAC R-341 to FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 125.625 | 124.3 322.3 | 119.05 257.8 (Rwy 16L-34R) | 118.3 257.8 (Rwys 14-32, 17-35) | 132.65 336.4 (Rwy 16R-34L) | 121.9 348.6 (Rwys 14-32, 17-35) | 133.65 348.6 (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

IAF OGDEN 115.7 OGD Chan 104

(IAF) WEBER I-MOY 33

(IF) IRRON I-MOY 22.4

TOOME I-MOY 16.4

LGOON I-MOY 12

YYIPP I-MOY 7.5 RADAR

WASATCH 116.8 TCH Chan 115

STACO TCH 20

IM

LOCALIZER 109.5 I-MOY Chan 32

MSA TCH 2.5 NM 140° 230° 050° 11000 8600 12700

15 NM

11000 128° (6.1)

11000 161° (10.6)

9000 161° (6)

7500 161° (4.4)

6000 161° (4.5)

4500 4542 4620± 6237± 4781 4670 4467± 4368± 5458 4990 4988± 5355± 9486 6596 9158 9410 9259 9706 9570 8733 7605 7640 8136 8358 8588 9284 8830 7140

MISSED APCH FIX

FAIRFIELD FFU 116.6 Chan 113 340° R-160 160°

ALTERNATE MISSED APCH FIX

STACO TCH 20 069° 249° R-249

115.7 OGD R-197 Chan 104

116.8 TCH Chan 115

116.6 FFU R-341 Chan 113

ELEV 4227 D

TDZE 4227

161° 5.3 NM from FAF

4463± 4549 4254

12004 X 150 12000 X 150 9596 X 150 4892 X 150 4592 X 150

16L 16R 17 34L 34R 35

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 34L, 34R and 35

VGSI and ILS glidepath not coincident.

IRRON I-MOY 22.4 — TOOME I-MOY 16.4 — LGOON I-MOY 12 — YYIPP I-MOY 7.5 RADAR — I-MOY 3 — I-MOY 2.2 — IM

11000 161° 9000 7500 7000 6000 6000

4800 10000 FFU R-341 FFU 116.6

GS 3.00° TCH 55

Procedure Turn NA

6 NM 4.4 NM 4.5 NM 4.5 NM 0.7 0.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | 4427/18 200 (200-½) | | | |
| S-LOC 16L | 4560/24 333 (400-½) | | | 4560/40 333 (400-¾) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:17 | 3:32 | 2:39 | 2:07 | 1:46 |

SW-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-UAT | APP CRS | Rwy ldg 12000 |
|---|---|---|
| 111.9 | 161° | TDZE 4223 |
| Chan 56 | | Apt Elev 4227 |

# ILS or LOC RWY 16R

## SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 16L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climbing right turn to 9000 via heading 300° and TCH R-249 to STACO INT/TCH 20 DME and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975

IAF OGDEN 115.7 OGD Chan 104

(IAF) FANDS I-UAT 30

9000 161° (7.6)

9000 137° (5.5)

(IF) RRUFF I-UAT 22.4

161° (6.1) 8000

UFEMY I-UAT 16.3

7500 161° (3.7)

BHIVE I-UAT 12.6

6000 161° (5.1)

BNKER I-UAT 7.5 RADAR

4500

IM

4542

4620±

6237±

4781

4368±

4467±

4670

5458

MSA TCH 25 NM 140° 230° 050° 11000 8600 12700

15 NM

R-197

STACO TCH 20

R-249 069° 249°

WASATCH 116.8 TCH Chan 115

LOCALIZER 111.9 I-UAT Chan 56

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

5540

9347±

4990

4988±

9486

8740

5355±

8136 9570 8358 8588 9284 8830 9706 7140 8170 9259 9158 9410 9304 8440 7869 6596 6649 341° 5000 6000 8000

VGSI and ILS glidepath not coincident.

| 4800 | 9000 | TCH R-249 116.8 | STACO |
|---|---|---|---|
| | 300° | | |

RRUFF I-UAT 22.4 — UFEMY I-UAT 16.3 — BHIVE I-UAT 12.6 — BNKER I-UAT 7.5 RADAR — I-UAT 3 — I-UAT 2.1 — IM

9000 — 161° — 8000 — 7500 — 6000

GS 3.00° TCH 52 — Procedure Turn NA

6.1 NM — 3.7 NM — 5.1 NM — 4.5 NM — 0.7 — 0.2

ELEV 4227

161° 5.3 NM from FAF

TDZE 4223

4463±

4549

12000 X 150 — 12004 X 150 — 9996 X 150 — 4892 X 150

34L — 4254 — 34R — 32 — 35

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 34L, 34R, and 35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | 4423/18 200 (200-½) | | | |
| S-LOC 16R | 4580/24 357 (400-½) | | | 4580/40 357 (400-¾) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

# ILS or LOC RWY 17
## SALT LAKE CITY INTL (SLC)

| LOC/DME I-BNT | APP CRS | Rwy ldg | 9596 |
|---|---|---|---|
| 111.5 | 166° | TDZE | 4219 |
| Chan 52 | | Apt Elev | 4227 |

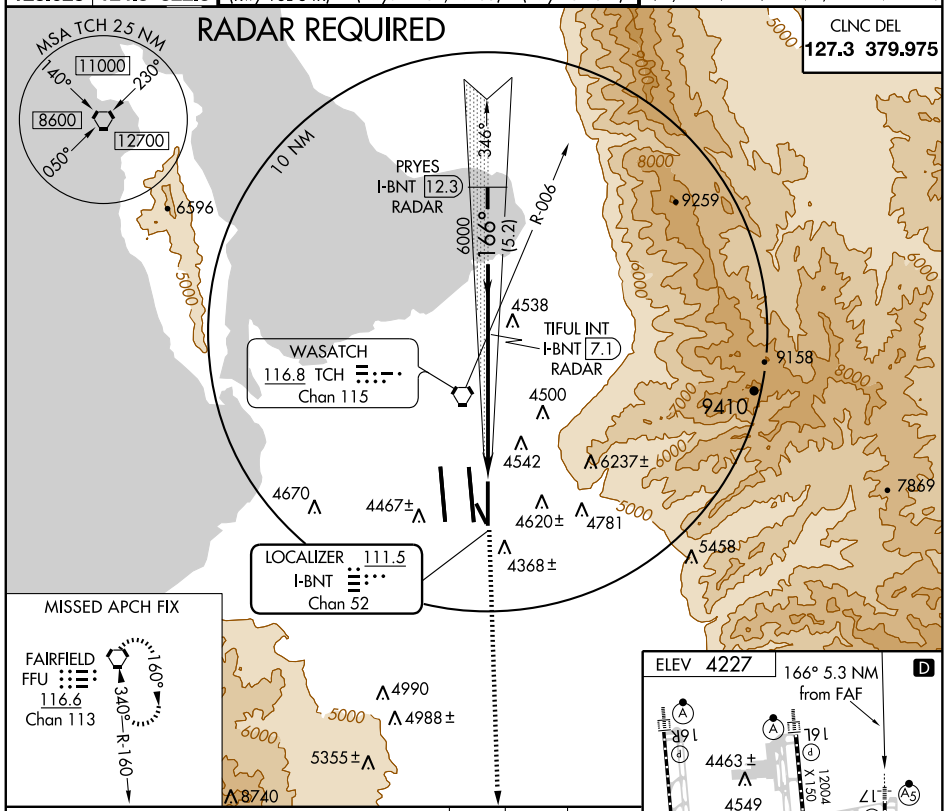
For inoperative MALSR increase S-ILS 17 Cat E visibility to RVR 4000 and S-LOC 17 Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5800, then climb to 10000 direct FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | | 121.9 348.6 | 133.65 348.6 |
| 125.625 | 124.3 322.3 | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

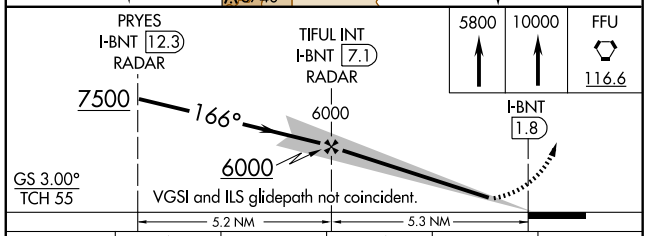
CLNC DEL 127.3 379.975

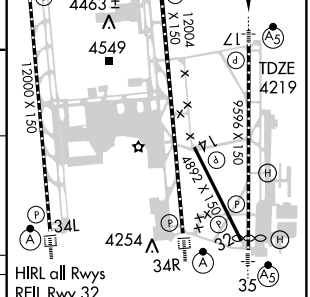



MISSED APCH FIX

FAIRFIELD FFU 116.6 Chan 113

160° 340° R-160




HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17 | 4419/18 200 (200-½) | | | | 4419/24 200 (200-½) |
| S-LOC 17 | 4700/24 481 (500-½) | | 4700/40 481 (500-¾) | 4700/50 481 (500-1) | 4700/60 481 (500-1¼) |
| CIRCLING | NA | | | | |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

| LOC/DME I-UUH | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 111.9 | 341° | TDZE | 4226 |
| Chan 56 | | Apt Elev | 4227 |

# ILS or LOC RWY 34L

## SALT LAKE CITY INTL (SLC)

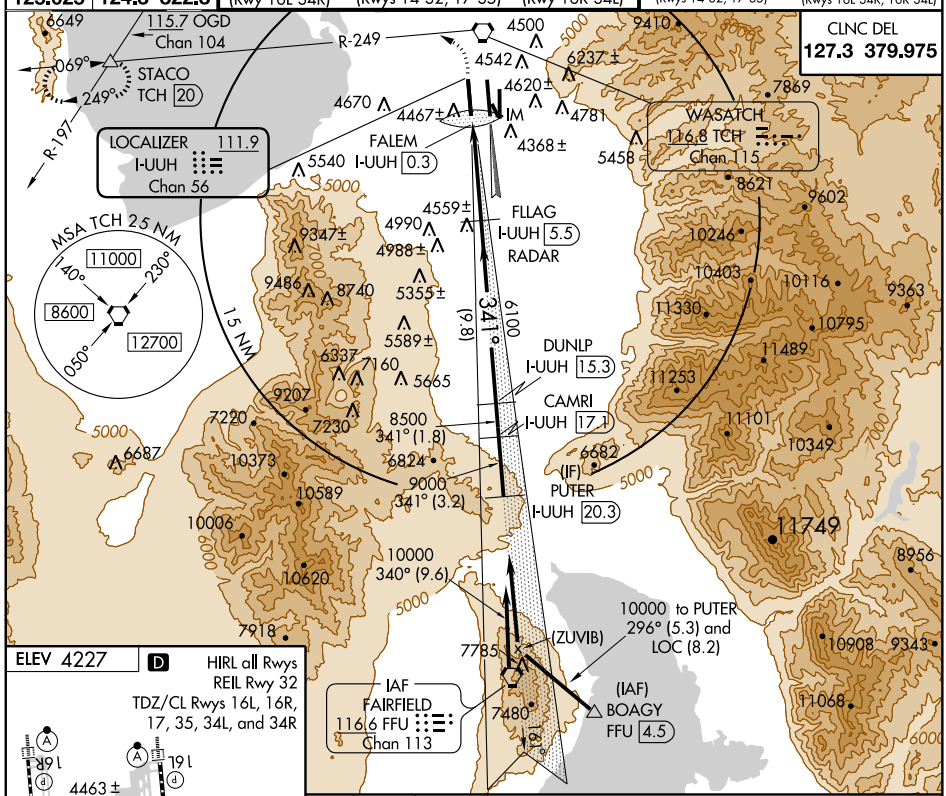
Simultaneous approach authorized with Rwy 34R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climbing left turn to 9000 via TCH R-249 to STACO INT/TCH 20 DME and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

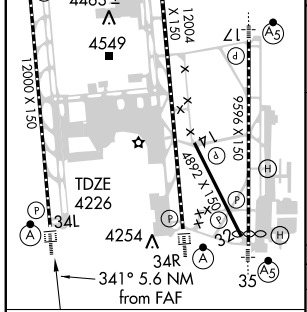
CLNC DEL 127.3 379.975




ELEV 4227

D

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R



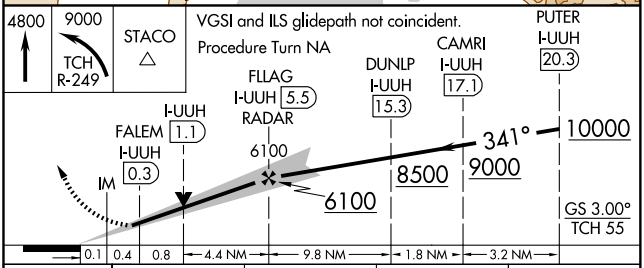

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

4800 | 9000 | TCH R-249 | STACO

VGSI and ILS glidepath not coincident.

Procedure Turn NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | 4426/18 200 (200-½) | | | |
| S-LOC 34L | 4700/24 474 (500-½) | | 4700/40 474 (500-¾) | 4700/50 474 (500-1) |

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| LOC/DME I-SLC | APP CRS | Rwy ldg | 12004 |
|---|---|---|---|
| 109.5 | 341° | TDZE | 4222 |
| Chan 32 | | Apt Elev | 4227 |

# ILS or LOC RWY 34R
## SALT LAKE CITY INTL (SLC)

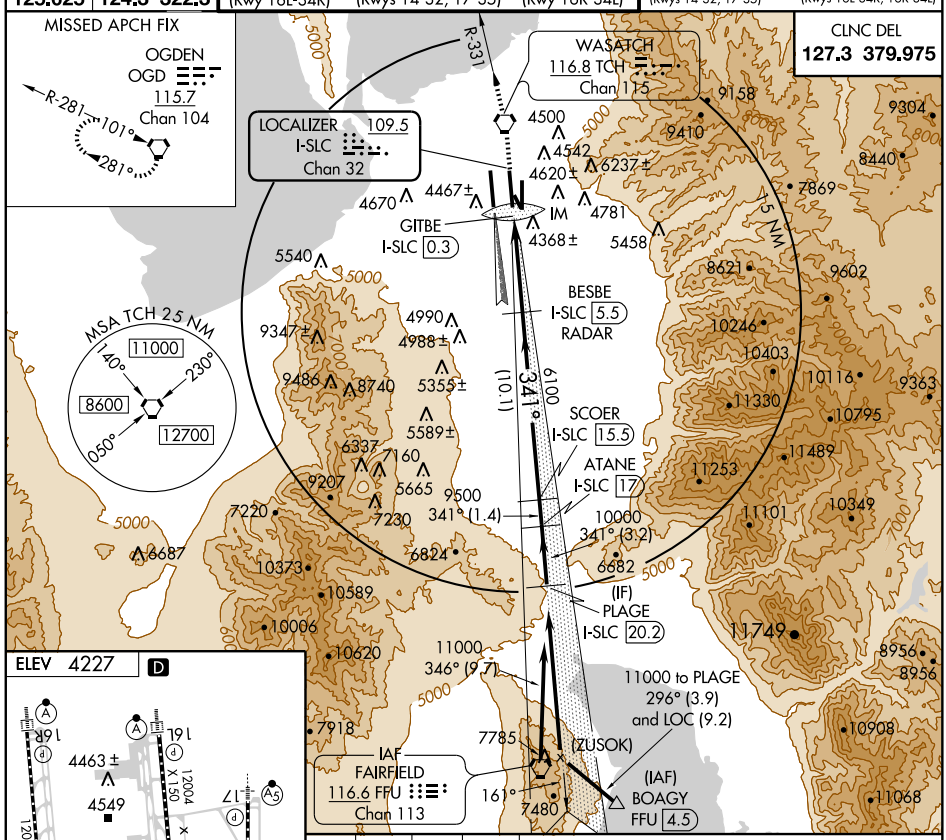
Simultaneous approach authorized with Rwy 34L. DME or RADAR required.

ALSF-2

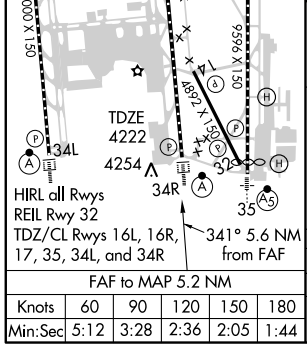
MISSED APPROACH: Climb to 9000 direct TCH VORTAC then via TCH R-331 to OGD VORTAC and hold.

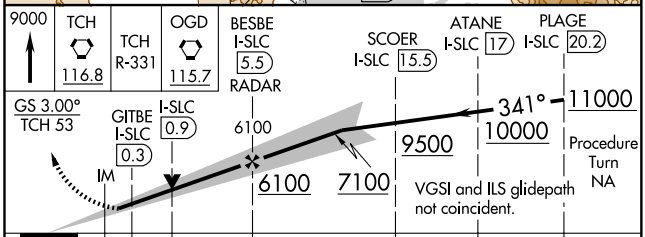
| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | GND CON |
|---|---|---|---|
| 124.75 125.625 | 124.3 322.3 | 119.05 257.8 (Rwy 16L-34R) 118.3 257.8 (Rwys 14-32, 17-35) 132.65 336.4 (Rwy 16R-34L) | 121.9 348.6 (Rwys 14-32, 17-35) 133.65 348.6 (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975




ELEV 4227 D




| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34R | 4422/18 200 (200-½) | | | |
| S-LOC 34R | 4620/24 398 (400-½) | | | 4620/40 398 (400-¾) |

SW-4, 14 JAN 2010 to 11 FEB 2010

# ILS RWY 16L (CAT II)
## SALT LAKE CITY INTL (SLC)

| LOC/DME I-MOY | APP CRS | Rwy ldg 12004 |
|---|---|---|
| 109.5 | 161° | TDZE 4227 |
| Chan 32 | | Apt Elev 4227 |

Simultaneous approach authorized with Rwy 16R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climb to 10000 via FFU VORTAC R-341 to FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 125.625 | 124.3 322.3 | 119.05 257.8 (Rwy 16L-34R) | 118.3 257.8 (Rwys 14-32, 17-35) | 132.65 336.4 (Rwy 16R-34L) | 121.9 348.6 (Rwys 14-32, 17-35) | 133.65 348.6 (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

IAF OGDEN 115.7 OGD Chan 104

(IAF) WEBER I-MOY 33

(IF) IRRON I-MOY 22.4

TOOME I-MOY 16.4

LGOON I-MOY 12

YYIPP I-MOY 7.5 RADAR

WASATCH 116.8 TCH Chan 115

STACO TCH 20

LOCALIZER 109.5 I-MOY Chan 32

116.6 FFU R-341 Chan 113

MSA TCH 25 NM: 140° 11000, 230° 8600, 050° 12700

15 NM

MISSED APCH FIX: FAIRFIELD FFU 116.6 Chan 113, 160° 340° R-160

ALTERNATE MISSED APCH FIX: 115.7 OGD R-197 Chan 104; STACO TCH 20; 116.8 TCH Chan 115; 069° R-249 249°

ELEV 4227 D

TDZE 4227

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 34L, 34R and 35

VGSI and ILS glidepath not coincident.

| IRRON I-MOY 22.4 | TOOME I-MOY 16.4 | LGOON I-MOY 12 | YYIPP I-MOY 7.5 RADAR | IM | 4800 | 10000 FFU R-341 | FFU 116.6 |
|---|---|---|---|---|---|---|---|
| 11000 | 9000 | 7500 | 6000 | | | | |

161°

GS 3.00° TCH 55

Procedure Turn NA

7000 6000

DH RA 108

4227 MSL

6 NM | 4.4 NM | 4.5 NM | 5.2 NM | 881' | 1025'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | RA 108/12 100 DA 4327 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-4, 14 JAN 2010 to 11 FEB 2010

# ILS RWY 16L (CAT III)
## SALT LAKE CITY INTL (SLC)

| LOC/DME I-MOY | APP CRS | Rwy ldg 12004 |
|---|---|---|
| 109.5 | 161° | TDZE 4227 |
| Chan 32 | | Apt Elev 4227 |

Simultaneous approach authorized with Rwy 16R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4800, then climb to 10000 via FFU VORTAC R-341 to FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 125.625 | 124.3 322.3 | 119.05 257.8 (Rwy 16L-34R) | 118.3 257.8 (Rwys 14-32, 17-35) | 132.65 336.4 (Rwy 16R-34L) | 121.9 348.6 (Rwys 14-32, 17-35) | 133.65 348.6 (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975

Procedure NA for arrivals on OGD VORTAC airway radials 068 CW 153.

IAF OGDEN 115.7 OGD Chan 104

(IAF) WEBER I-MOY 33

(IF) IRRON I-MOY 22.4

TOOME I-MOY 16.4

LGOON I-MOY 12

YYIPP I-MOY 7.5 RADAR

WASATCH 116.8 TCH Chan 115

STACO TCH 20

IM

LOCALIZER 109.5 I-MOY Chan 32

116.6 FFU R-341 Chan 113

MSA TCH 25 NM 140° 230° 050° 11000 8600 12700

15 NM

11000 128° (6.1)

341° 161° (10.6) 11000

161° (6) 9000

7500 161° (4.4)

6000 161° (4.5)

4500 4542 6237± 4620± 4781 4467± 4670 4368± 5458 4990 4988± 5355±

MISSED APCH FIX

FAIRFIELD FFU 116.6 Chan 113 160° 340° R-160

ALTERNATE MISSED APCH FIX

115.7 OGD R-197 Chan 104

STACO TCH 20 116.8 TCH Chan 115 069° 249° R-249

ELEV 4227 D

TDZE 4227

19 L 19 L 17 34L 34R 32 35 12004 X 150 12000 X 150 9996 X 150 8892 X 150 4463± 4549 4254

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 34L, 34R and 35

IRRON I-MOY 22.4 | TOOME I-MOY 16.4 | LGOON I-MOY 12 | YYIPP I-MOY 7.5 RADAR | 4800 | 10000 FFU R-341 | FFU 116.6

11000 161° 9000 7500 7000 6000 6000 IM 4328 4227 MSL

Procedure Turn NA

GS 3.00° TCH 55 VGSI and ILS glidepath not coincident.

6 NM | 4.4 NM | 4.5 NM | 5.2 NM | 904' | 1025'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | | CAT IIIa | RVR 07 | |
| S-ILS 16L | | CAT IIIb | RVR 03 | |
| S-ILS 16L | | CAT IIIc | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SALT LAKE CITY, UTAH

AL-365 (FAA)

| LOC/DME I-UAT | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 111.9 | 161° | TDZE | 4223 |
| Chan 56 | | Apt Elev | 4227 |

# ILS RWY 16R (CAT II)

## SALT LAKE CITY INTL (SLC)

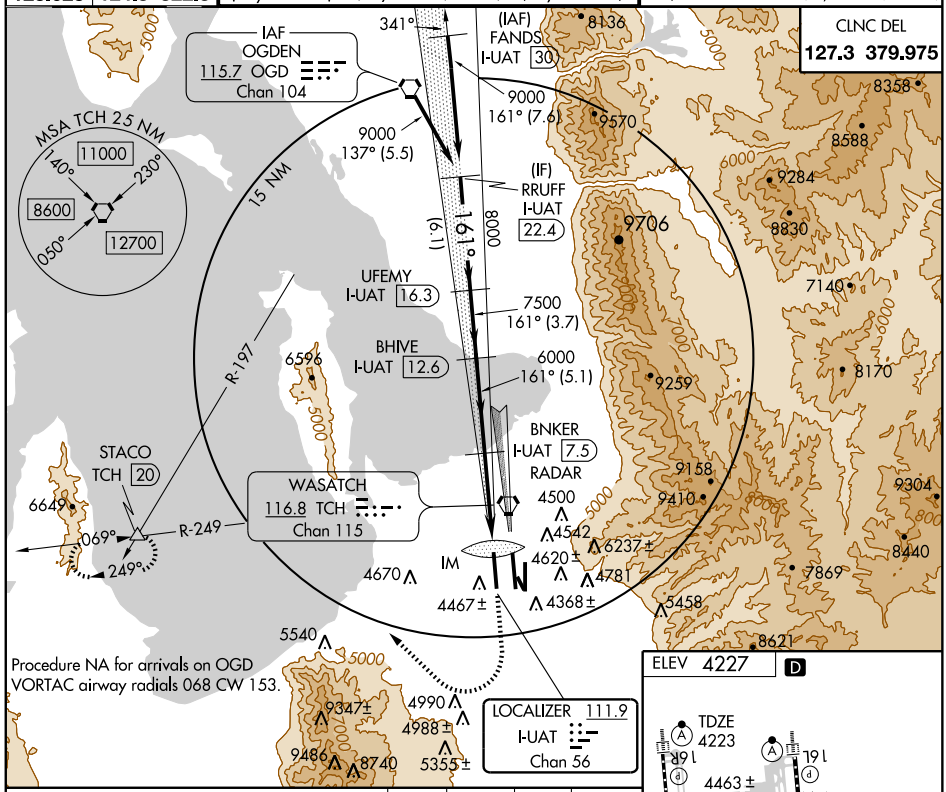
Simultaneous approach authorized with Rwy 16L. DME or RADAR required.

ALSF-2

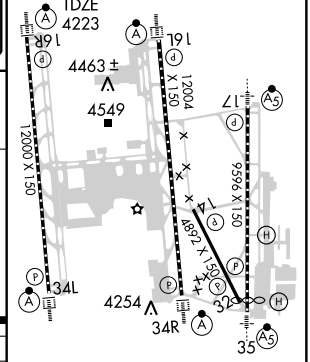
MISSED APPROACH: Climb to 4800, then climbing right turn to 9000 via heading 300° and TCH R-249 to STACO INT/TCH 20 DME and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | | 121.9 348.6 | 133.65 348.6 |
| 125.625 | 124.3 322.3 | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975

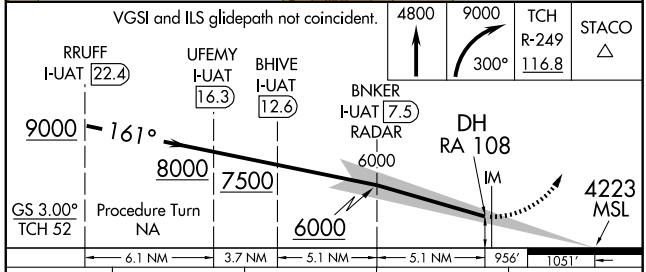



ELEV 4227 D




VGSI and ILS glidepath not coincident.

| 4800 | 9000 | TCH | STACO |
|---|---|---|---|
| | 300° | R-249 | |
| | | 116.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | RA 108/12 100 DA 4323 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 34L, 34R, and 35

SW-4, 14 JAN 2010 to 11 FEB 2010

SALT LAKE CITY, UTAH

AL-365 (FAA)

# ILS RWY 16R (CAT III)
## SALT LAKE CITY INTL (SLC)

| LOC/DME I-UAT | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 111.9 | 161° | TDZE | 4223 |
| Chan 56 | | Apt Elev | 4227 |

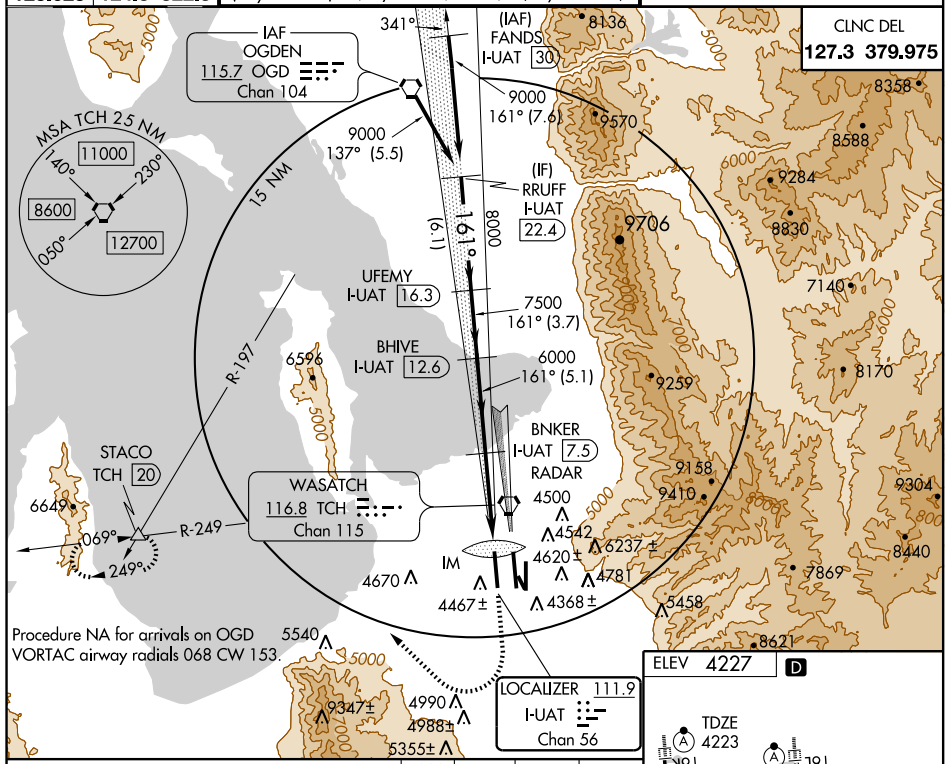
Simultaneous approach authorized with Rwy 16L. DME or RADAR required.

ALSF-2

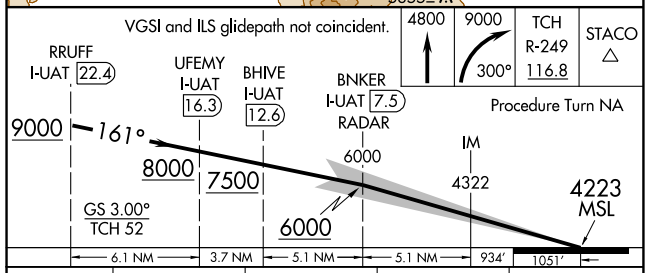
MISSED APPROACH: Climb to 4800, then climbing right turn to 9000 via heading 300° and TCH R-249 to STACO INT/TCH 20 DME and hold.

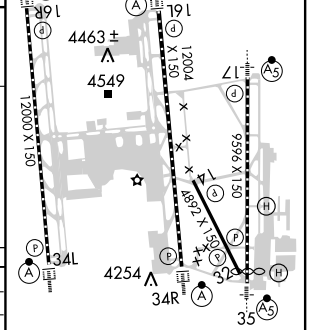
| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975




ELEV 4227 D




HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 34L, 34R, and 35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | | Cat IIIa | RVR 07 | |
| S-ILS 16R | | Cat IIIb | RVR 03 | |
| S-ILS 16R | | Cat IIIc | NA | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-UUH | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 111.9 | 341° | TDZE | 4226 |
| Chan 56 | | Apt Elev | 4227 |

# ILS RWY 34L (CAT II)

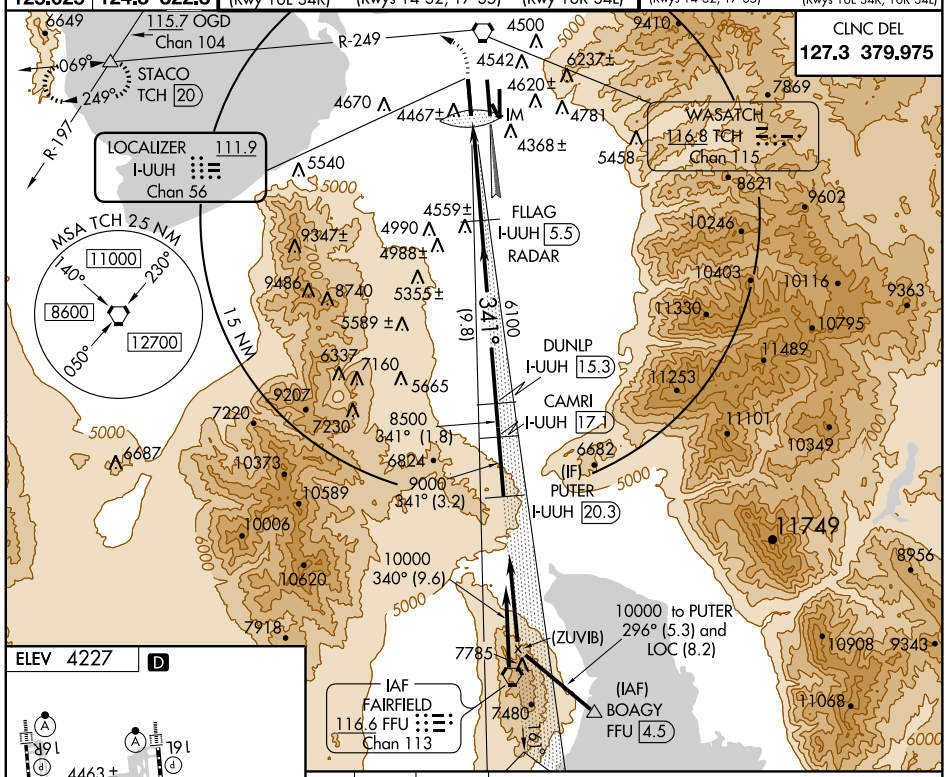
## SALT LAKE CITY INTL (SLC)

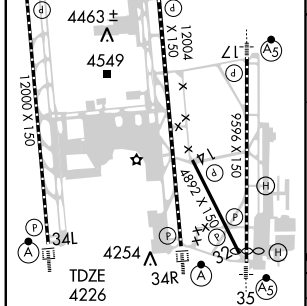
Simultaneous approach authorized with Rwy 34R. DME or RADAR required.

ALSF-2

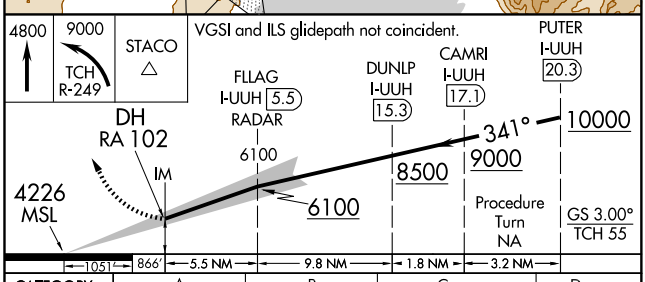
MISSED APPROACH: Climb to 4800, then climbing left turn to 9000 via TCH R-249 to STACO INT/TCH 20 DME and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 125.625 | 124.3 322.3 | 119.05 257.8 (Rwy 16L-34R) | 118.3 257.8 (Rwys 14-32, 17-35) | 132.65 336.4 (Rwy 16R-34L) | 121.9 348.6 (Rwys 14-32, 17-35) | 133.65 348.6 (Rwys 16L-34R, 16R-34L) |




HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | RA 102/12 100 DA 4326 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-UUH | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 111.9 | 341° | TDZE | 4226 |
| Chan 56 | | Apt Elev | 4227 |

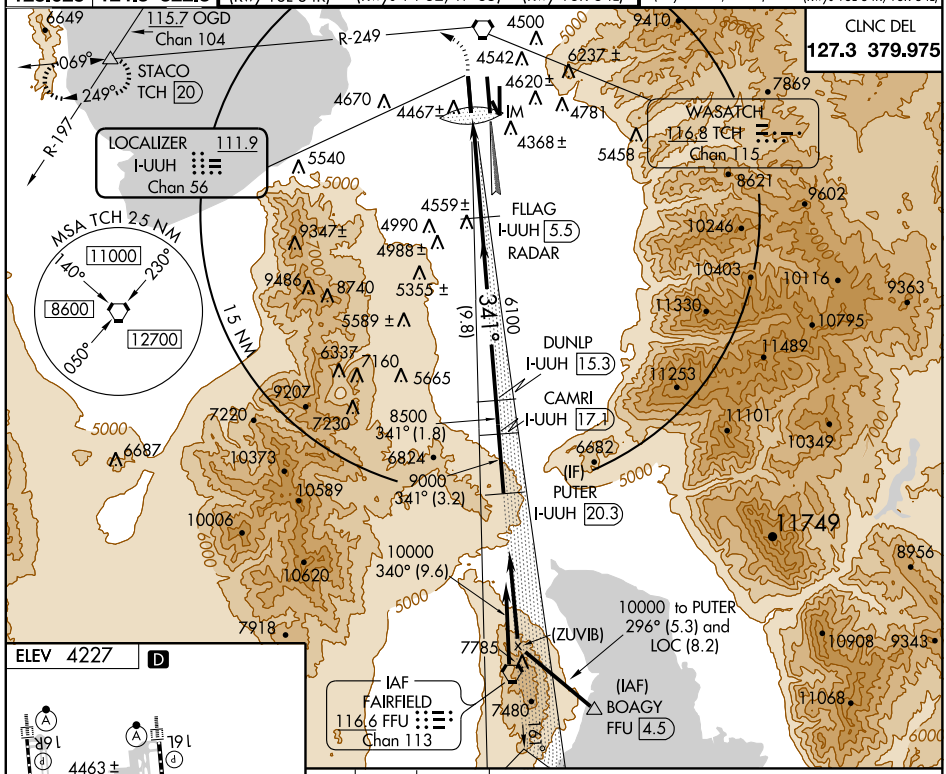
# ILS RWY 34L (CAT III)
## SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized with Rwy 34R. DME or RADAR required.

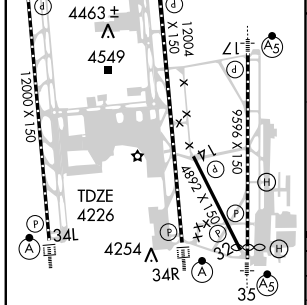
ALSF-2

MISSED APPROACH: Climb to 4800, then climbing left turn to 9000 via TCH R-249 to STACO INT/TCH 20 DME and hold.

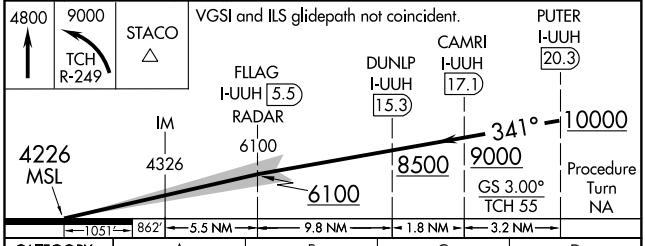
| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 125.625 | 124.3 322.3 | 119.05 257.8 (Rwy 16L-34R) | 118.3 257.8 (Rwys 14-32, 17-35) | 132.65 336.4 (Rwy 16R-34L) | 121.9 348.6 (Rwys 14-32, 17-35) | 133.65 348.6 (Rwys 16L-34R, 16R-34L) |




ELEV 4227 D




HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | | CAT IIIa | RVR 07 | |
| S-ILS 34L | | CAT IIIb | RVR 03 | |
| S-ILS 34L | | CAT IIIc | NA | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

# ILS RWY 34R (CAT II)
## SALT LAKE CITY INTL (SLC)

| LOC/DME I-SLC | APP CRS | Rwy ldg | 12004 |
|---|---|---|---|
| 109.5 | 341° | TDZE | 4222 |
| Chan 32 | | Apt Elev | 4227 |

Simultaneous approach authorized with Rwy 34L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 9000 direct TCH VORTAC then via TCH R-331 to OGD VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

MISSED APCH FIX

OGDEN OGD 115.7 Chan 104

R-281 101° 281°

LOCALIZER 109.5 I-SLC Chan 32

WASATCH 116.8 TCH Chan 115

CLNC DEL 127.3 379.975

MSA TCH 25 NM 11000 140° 230° 8600 12700 050°

BESBE I-SLC 5.5 RADAR

SCOER I-SLC 15.5

ATANE I-SLC 17

(IF) PLAGE I-SLC 20.2

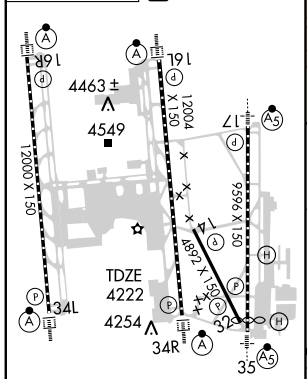
11000 to PLAGE 296° (3.9) and LOC (9.2)

(ZUSOK)

(IAF) BOAGY FFU 4.5

IAF FAIRFIELD 116.6 FFU Chan 113

ELEV 4227 D




HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

9000 | TCH 116.8 | TCH R-331 | OGD 115.7

VGSI and ILS glidepath not coincident.

Procedure Turn NA

DH RA 100

4222 MSL

BESBE I-SLC 5.5 RADAR | SCOER I-SLC 15.5 | ATANE I-SLC 17 | PLAGE I-SLC 20.2

6100 | 6100 | 7100 | 9500 | 10000 | 11000 | 341°

GS 3.00° TCH 53

1047' | 901' | 5.5 NM | 10.1 NM | 1.4 NM | 3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34R | RA 100/12 100 DA 4322 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-SLC | APP CRS | Rwy ldg | 12004 |
|---|---|---|---|
| 109.5 | 341° | TDZE | 4222 |
| Chan 32 | | Apt Elev | 4227 |

# ILS RWY 34R (CAT III)
## SALT LAKE CITY INTL (SLC)

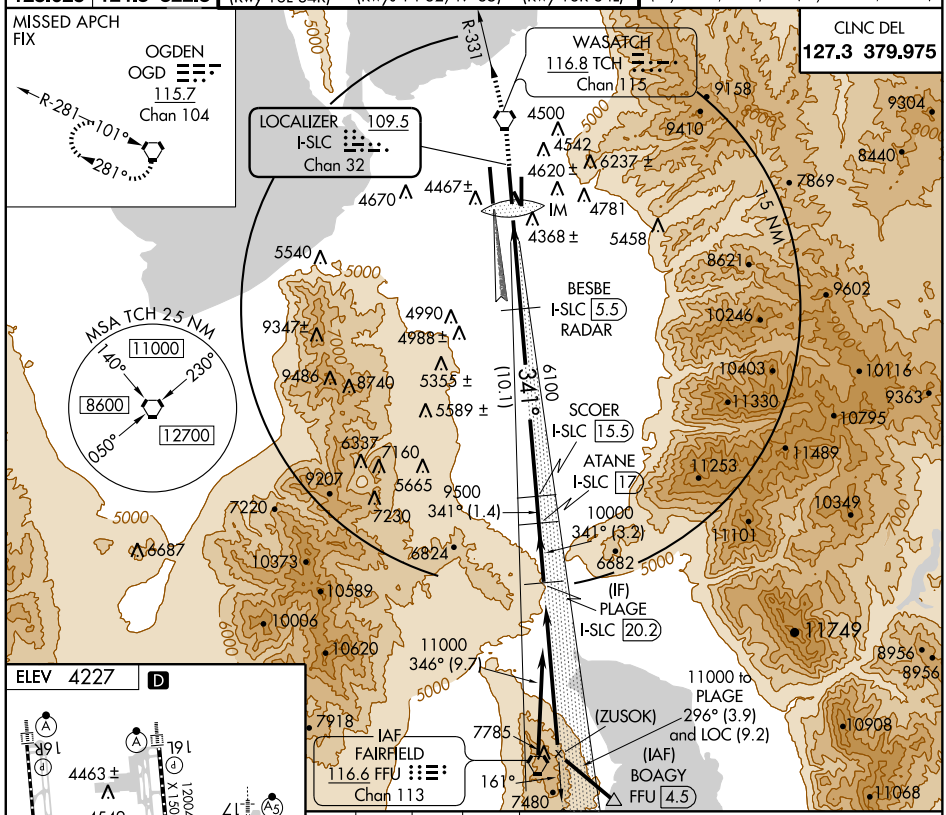
Simultaneous approach authorized with Rwy 34L. DME or RADAR required.

ALSF-2

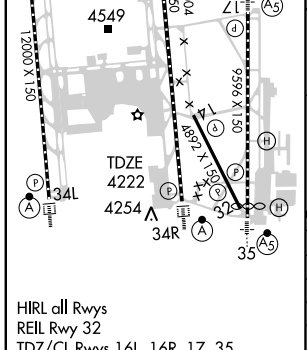
MISSED APPROACH: Climb to 9000 direct TCH VORTAC then via TCH R-331 to OGD VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

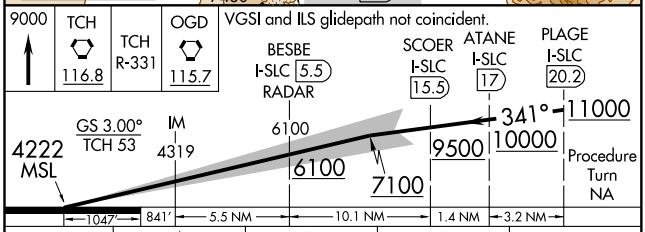
CLNC DEL 127.3 379.975




ELEV 4227 D




HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34R | | CAT IIIa | RVR 07 | |
| S-ILS 34R | | CAT IIIb | RVR 03 | |
| S-ILS 34R | | CAT IIIc | NA | |

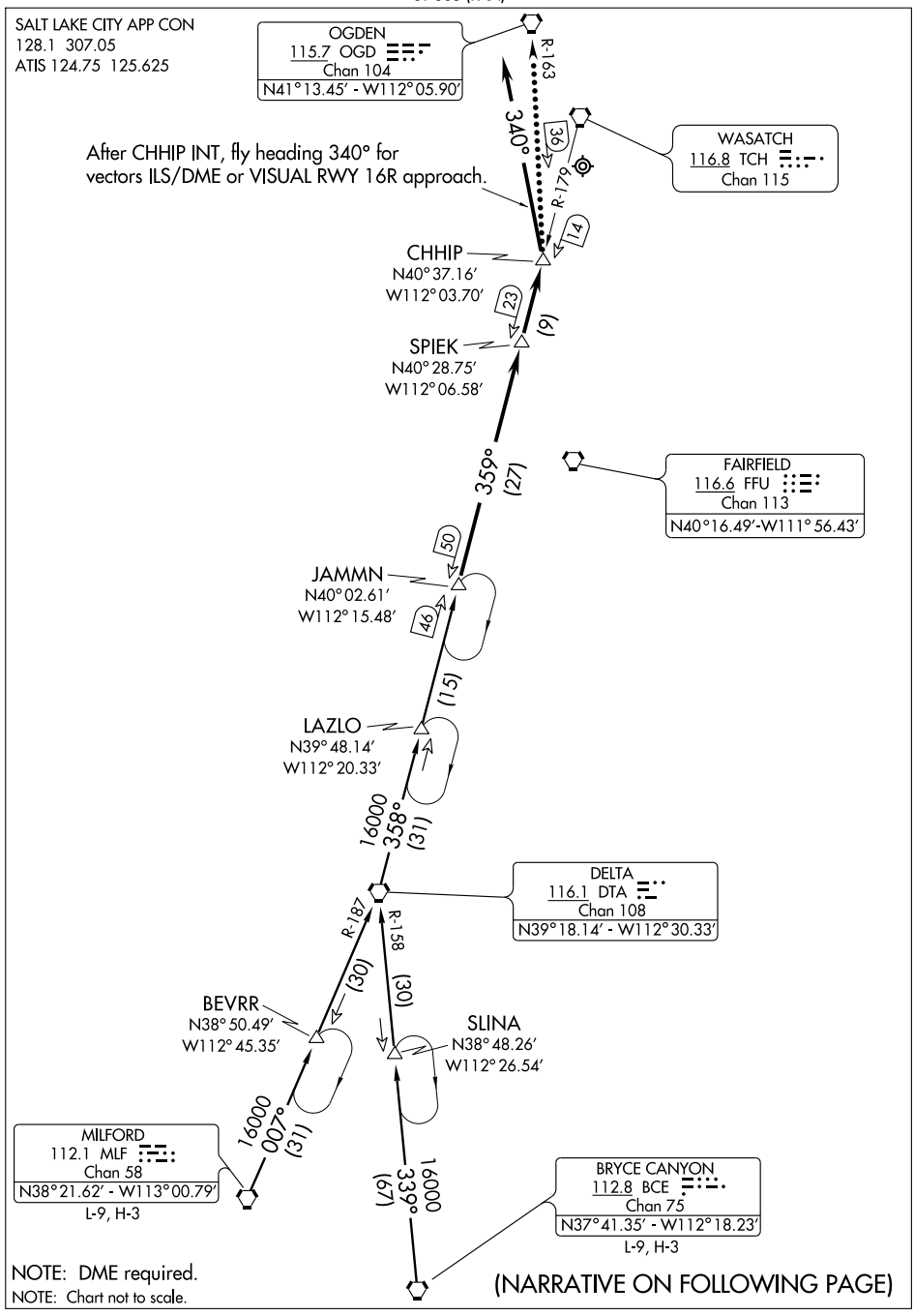
**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-4, 14 JAN 2010 to 11 FEB 2010

# JAMMN FOUR ARRIVAL

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH




NOTE: DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

BRYCE CANYON TRANSITION (BCE.JAMMN4): From over BCE VORTAC via BCE R-339 and DTA R-158 to DTA VORTAC. Then via DTA R-358 to JAMMN INT. Thence....
MILFORD TRANSITION (MLF.JAMMN4): From over MLF VORTAC via MLF R-007 and DTA R-187 to DTA VORTAC. Then via DTA R-358 to JAMMN INT. Thence....

....From over JAMMN INT via TCH R-179 to CHHIP INT. After CHHIP INT, fly heading 340° for vectors to ILS/DME or VISUAL Rwy 16R approach.

LOST COMMUNICATIONS:
In the event of lost communications, at CHHIP INT proceed direct OGD VORTAC. Maintain 11,000 until OGD VORTAC.

# LEEHY THREE ARRIVAL (RNAV)





SALT LAKE CITY APP CON
124.3 322.3 NORTH
128.1 307.05 SOUTH
ATIS 124.75 125.625

HELPR TRANSITION (HELPR.LEEHY3)
MEEKER TRANSITION (EKR.LEEHY3)

From SPANE via 282° track to LEEHY, thence via runway transition....

LANDING NORTH (RWY 34L/34R/35): ....from LEEHY via 300° track to BLUPE, then via 308° track to KAMMP, then via 341° track to PLAGE, then via 341° heading. RWY 34R intercept I-SLC localizer. Proceed inbound, expect ILS/VISUAL approach. RWY 34L/35 expect radar vectors to final approach course.

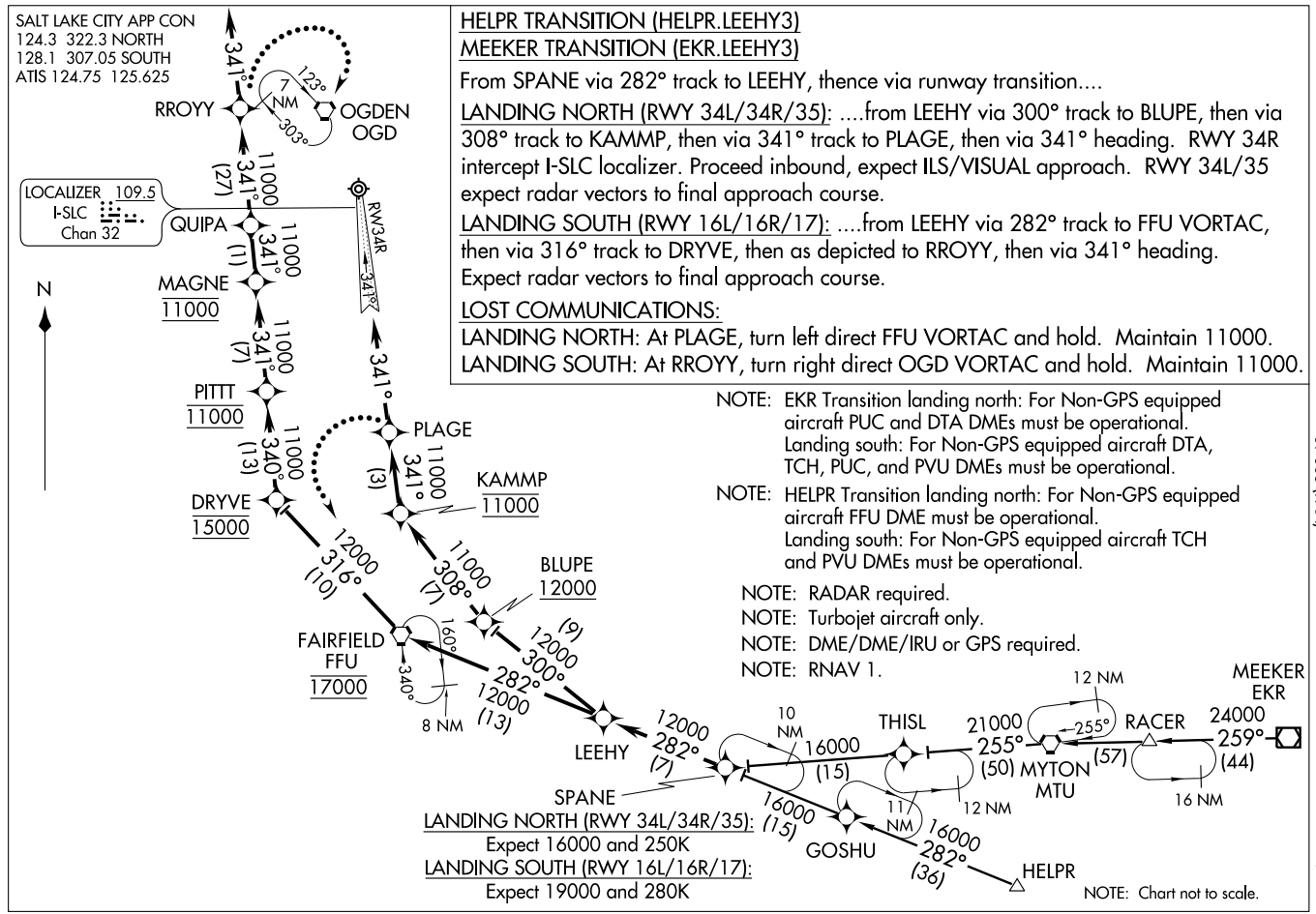
LANDING SOUTH (RWY 16L/16R/17): ....from LEEHY via 282° track to FFU VORTAC, then via 316° track to DRYVE, then as depicted to RROYY, then via 341° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
LANDING NORTH: At PLAGE, turn left direct FFU VORTAC and hold. Maintain 11000.
LANDING SOUTH: At RROYY, turn right direct OGD VORTAC and hold. Maintain 11000.

NOTE: EKR Transition landing north: For Non-GPS equipped aircraft PUC and DTA DMEs must be operational. Landing south: For Non-GPS equipped aircraft DTA, TCH, PUC, and PVU DMEs must be operational.

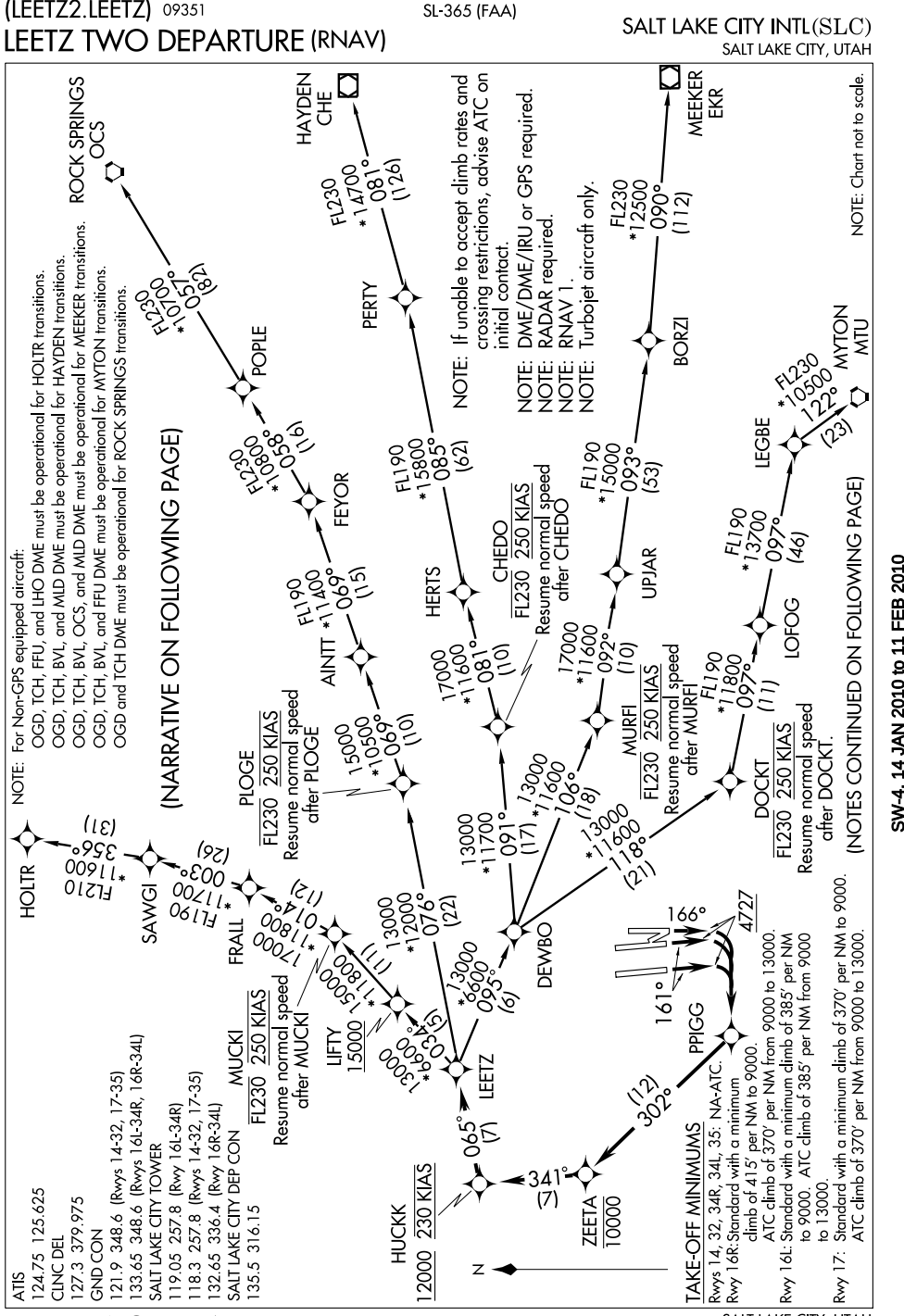
NOTE: HELPR Transition landing north: For Non-GPS equipped aircraft FFU DME must be operational. Landing south: For Non-GPS equipped aircraft TCH and PVU DMEs must be operational.

NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



# LEETZ TWO DEPARTURE (RNAV)

SALT LAKE CITY INTL(SLC)
SALT LAKE CITY, UTAH



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to LEETZ, thence....
TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to LEETZ, thence....

....via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HAYDEN TRANSITION (LEETZ2.CHE)

HOLTR TRANSITION (LEETZ2.HOLTR)

MEEKER TRANSITION (LEETZ2.EKR)

MYTON TRANSITION (LEETZ2.MTU)

ROCK SPRINGS TRANSITION (LEETZ2.OCS)

TAKE-OFF NOTES CONT.

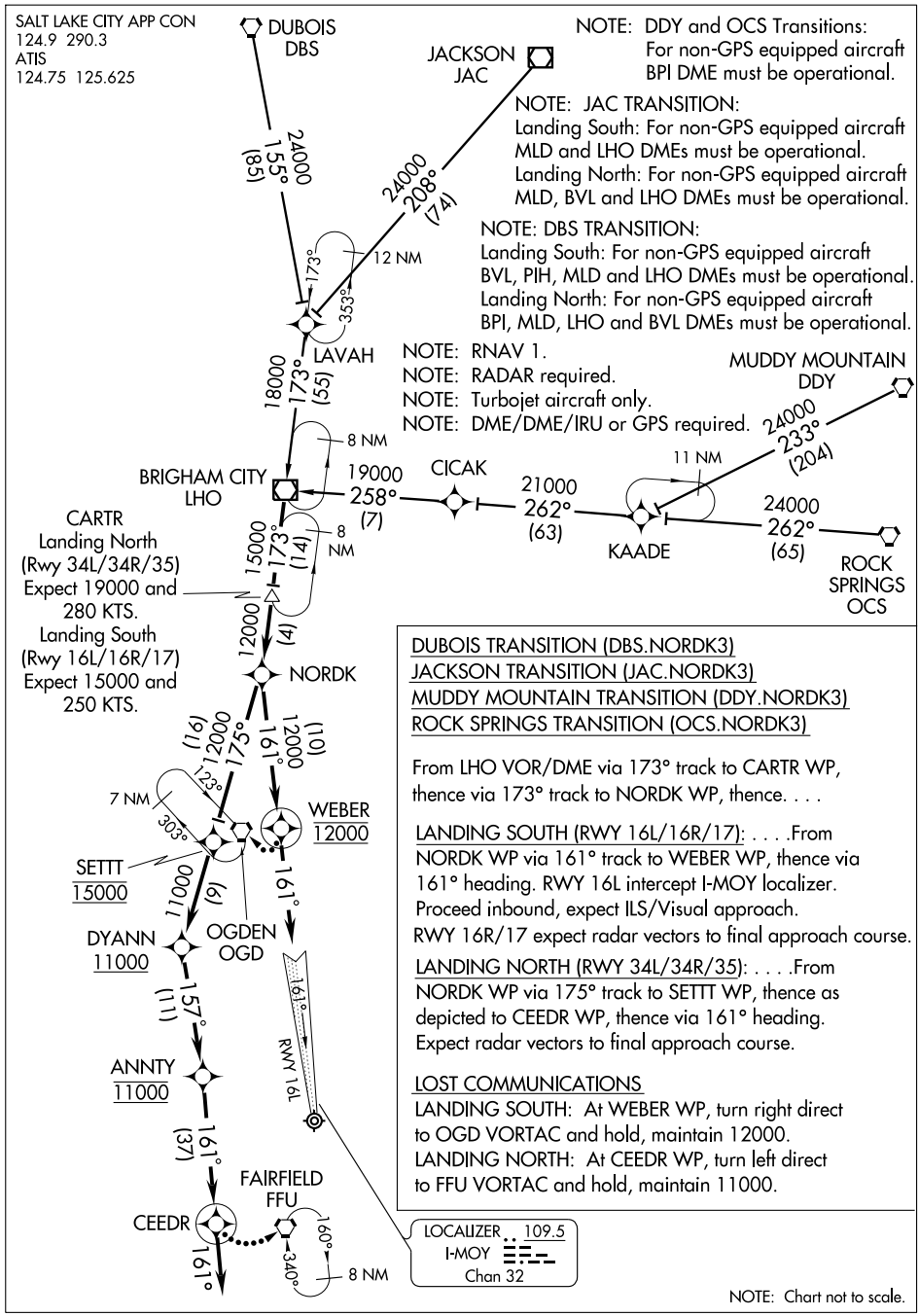
TAKE-OFF OBSTACLES

Rwy 16L, 16R, and 17: Multiple light poles beginning 988′ from DER, 689′ right of centerline, up to 34′ AGL/4254′ MSL.
Rwy 17: Vehicle on road 434′ from DER, 518′ right of centerline, 17′ AGL/4237′ MSL.

# NORDK THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH




DUBOIS TRANSITION (DBS.NORDK3)
JACKSON TRANSITION (JAC.NORDK3)
MUDDY MOUNTAIN TRANSITION (DDY.NORDK3)
ROCK SPRINGS TRANSITION (OCS.NORDK3)

From LHO VOR/DME via 173° track to CARTR WP, thence via 173° track to NORDK WP, thence. . . .

LANDING SOUTH (RWY 16L/16R/17): . . . .From NORDK WP via 161° track to WEBER WP, thence via 161° heading. RWY 16L intercept I-MOY localizer. Proceed inbound, expect ILS/Visual approach. RWY 16R/17 expect radar vectors to final approach course.

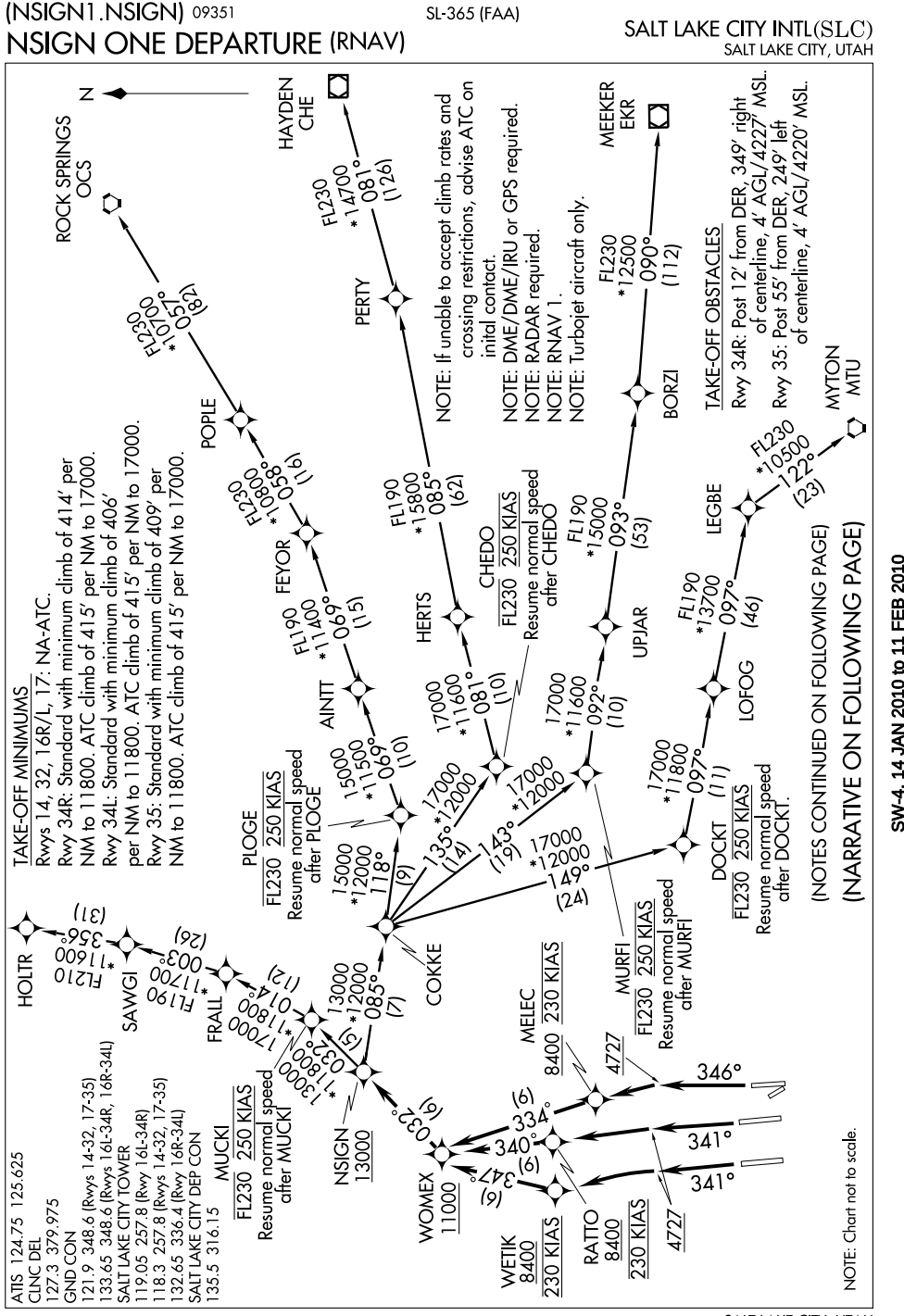
LANDING NORTH (RWY 34L/34R/35): . . . .From NORDK WP via 175° track to SETTT WP, thence as depicted to CEEDR WP, thence via 161° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS

LANDING SOUTH: At WEBER WP, turn right direct to OGD VORTAC and hold, maintain 12000.
LANDING NORTH: At CEEDR WP, turn left direct to FFU VORTAC and hold, maintain 11000.

# NSIGN ONE DEPARTURE (RNAV)

SALT LAKE CITY INTL(SLC)
SALT LAKE CITY, UTAH



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct RATTO, then via depicted route to NSIGN, thence. . . .
TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then direct WETIK then via depicted route to NSIGN, thence. . . .
TAKE-OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct MELEC, then via depicted route to NSIGN, thence. . . .

. . . .via (transition) maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HAYDEN TRANSITION (NSIGN1.CHE)
HOLTR TRANSITION (NSIGN1.HOLTR)
MEEKER TRANSITION (NSIGN1.EKR)
MYTON TRANSITION (NSIGN1.MTU)
ROCK SPRINGS TRANSITION (NSIGN1.OCS)

Procedural Notes Cont.

NOTE: For Non-GPS equipped aircraft:
OGD, TCH, FFU, and LHO DMEs must be operational for HOLTR transitions.
OGD, TCH, BVL, and MLD DMEs must be operational for HAYDEN transitions.
OGD, TCH, BVL, OCS, and MLD DMEs must be operational for MEEKER transitions.
OGD, TCH, and MLD DMEs must be operational for MYTON transitions.
OGD and TCH DMEs must be operational for ROCK SPRINGS transitions.

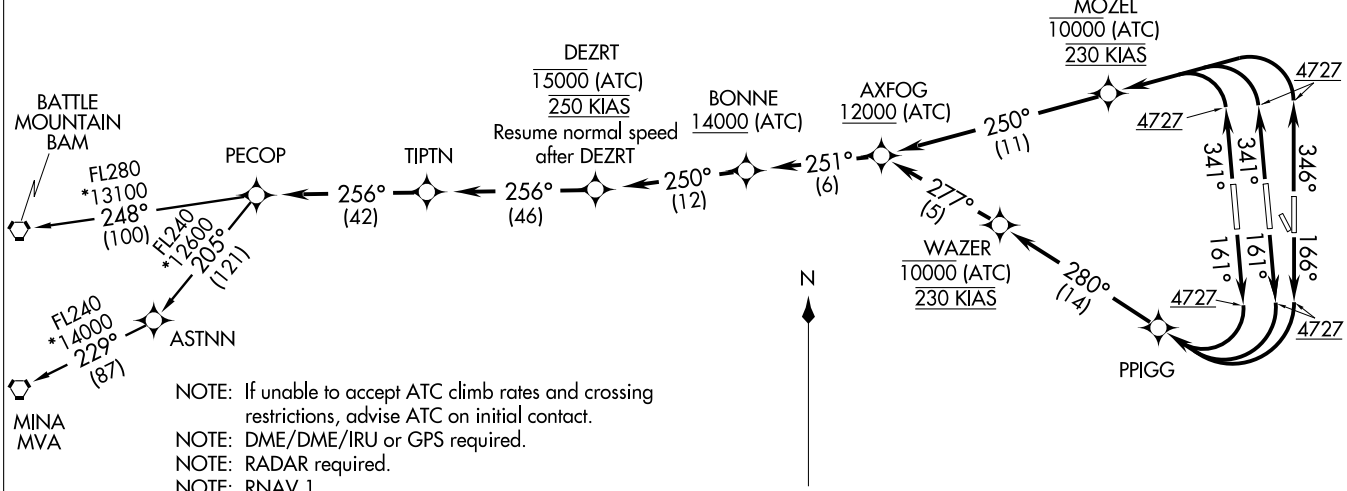
ATIS 124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
126.25 387.0

## TAKE-OFF MINIMUMS

Rwys 14, 32: NA- ATC.
Rwy 16R: Standard with minimum climb of 413′ per NM to 8300. ATC climb of 317′ per NM to 14000.
Rwy 16L: Standard with minimum climb of 381′ per NM to 8300. ATC climb of 331′ per NM to 14000.
Rwy 17: Standard with minimum climb of 367′ per NM to 7800. ATC climb of 341′ per NM to 14000.
Rwys 34R, 34L, 35: ATC climb of 359′ per NM to 14000.

## TAKE OFF OBSTACLES

Rwy 16L: Multiple light poles beginning 988′ from DER, 689′ right of centerline, up to 34′ AGL/4254′ MSL.
Rwy 17: Vehicle on road 434′ from DER, 518′ right of centerline, 17′ AGL/4237′ MSL.
Rwy 34R: Post 12′ from DER, 349′ right of centerline, 4′ AGL/4227′ MSL.
Rwy 35: Post 55′ from DER, 249′ left of centerline, 4′ AGL/4220′ MSL.




NOTE: If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For Non-GPS equipped aircraft:
OGD, TCH, BVL, LCU, and TWF DMEs must be operational for BATTLE MOUNTAIN transitions.
OGD, TCH, BVL, LCU, ILC, and MVA DMEs must be operational for MINA transitions departing Rwy 34R, 34L, 35.
OGD, TCH, BVL, LCU, ILC, OAL, and MVA DMEs must be operational for MINA transitions departing Rwy 16R, 16L, and 17.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to PECOP, thence....
TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to PECOP, thence....
TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....
TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....
TAKE OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct MOZEL, then via depicted route to PECOP, thence....

....via (transition) maintain 15000 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BATTLE MOUNTAIN TRANSITION (PECOP2.BAM)

MINA TRANSITION (PECOP2.MVA)

# QWENN THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH

BRYCE CANYON TRANSITION (BCE.QWENN3)
MILFORD TRANSITION (MLF.QWENN3)

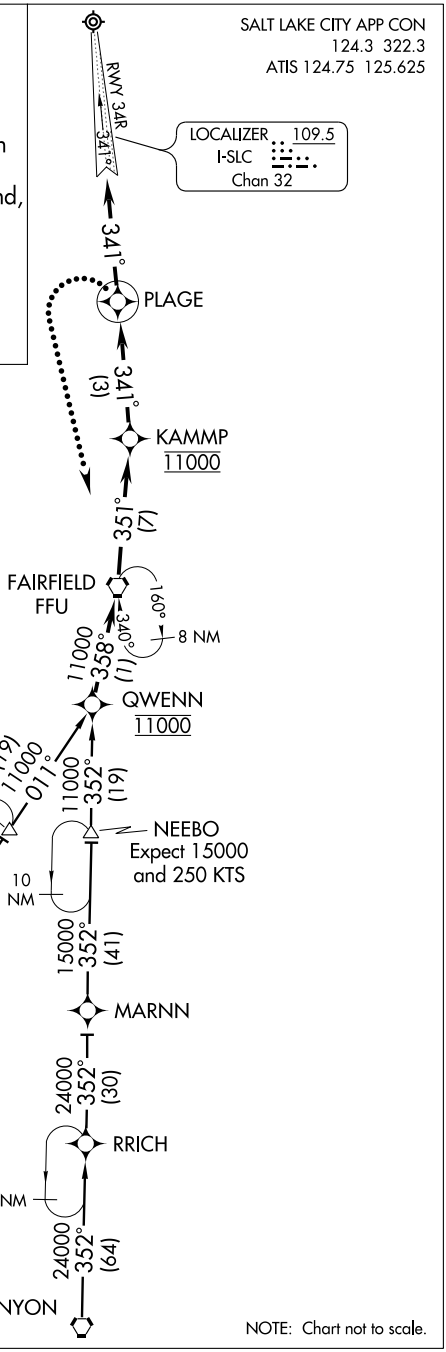
LANDING NORTH (RWY 34R/34L/35): From QWENN WP via 358° track to FFU VORTAC, then as depicted to PLAGE WP, then via 341° heading. RWY 34R intercept I-SLC localizer. Proceed inbound, expect ILS/Visual approach. RWY 34L/35 expect radar vectors to final approach course.

LOST COMMUNICATIONS
At PLAGE WP, turn left direct to FFU VORTAC and hold. Maintain 11000.

NOTE: BRYCE CANYON TRANSITION:
For non-GPS equipped aircraft FFU and PVU DMEs must be operational.

NOTE: MILFORD TRANSITION:
For non-GPS equipped aircraft BVL and PVU DMEs must be operational.

NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.




NOTE: Chart not to scale.

| APP CRS | Rwy ldg | 12004 |
|---|---|---|
| 161° | TDZE | 4227 |
| | Apt Elev | 4227 |

# RNAV (GPS) RWY 16L
## SALT LAKE CITY INTL (SLC)

T NA

For inoperative ALSF, increase LNAV Cat E visibility to 2. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 10000 via 161° course to RULFO WP then via 164° course to FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 125.625 | 124.3 322.3 | 119.05 257.8 (Rwy 16L-34R) | 118.3 257.8 (Rwys 14-32, 17-35) | 132.65 336.4 (Rwy 16R-34L) | 121.9 348.6 (Rwys 14-32, 17-35) | 133.65 348.6 (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975

(IAF) OGDEN OGD — 10000 — 28° (6.1) — IRRON — 9000 — 161° (4.4) — YAWVA — 7500 — 161° (5.8) — LGOON — 6000 (4.8) — (FAF) YYIPP — RW16L

MSA RW16L 25 NM 14000

161° (8.2) — RULFO — 164° (23.8)

MISSED APCH FIX: FAIRFIELD FFU, 160°, 340°, 7 NM

ELEV 4227 D

161° to RW16L

TDZE 4227

12004 X 150, 12000 X 150, 9996 X 150, 4689 X 150

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

| 10000 | RULFO | 164° course | FFU |
|---|---|---|---|
| 161° | | | |

IRRON — YAWVA — LGOON — YYIPP — RW16L

10000 — 161° — 9000 — 7500 — 6000

Procedure Turn NA

1.5 NM to RW16L

3.02° TCH 70

4.4 NM — 5.8 NM — 4.8 NM — 3.8 NM — 1.5

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 4760/24 | 533 (600-½) | 4760/50 533 (600-1) | 4760/60 533 (600-1¼) | 4760-1½ 533 (600-1½) |

# RNAV (GPS) RWY 16R
## SALT LAKE CITY INTL (SLC)

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 161° | TDZE | 4223 |
| | Apt Elev | 4227 |

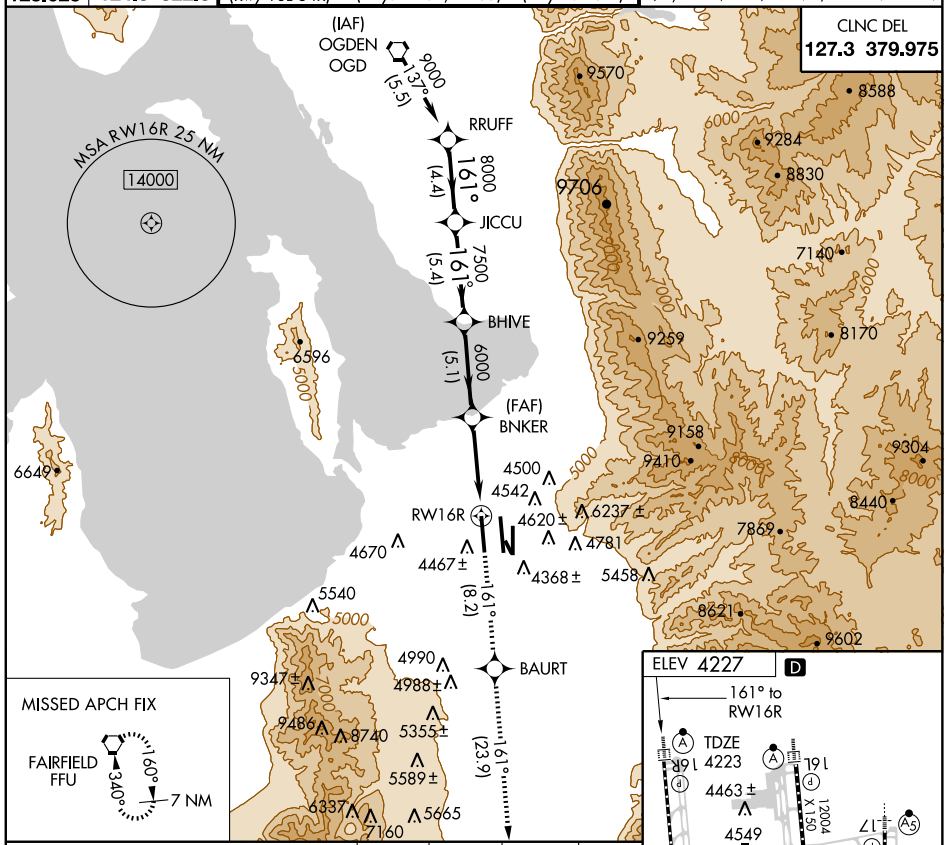
NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. For inoperative ALSF increase LNAV Cat E visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 10000 via 161° course to BAURT WP then 161° course to FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 | 127.3 379.975 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 4740/24 517 (600-½) | | 4740/50 517 (600-1) | 4740/60 517 (600-1¼) | |

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

SW-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 17

## SALT LAKE CITY INTL (SLC)

| APP CRS | Rwy ldg | 9596 |
|---|---|---|
| 166° | TDZE | 4219 |
| | Apt Elev | 4227 |

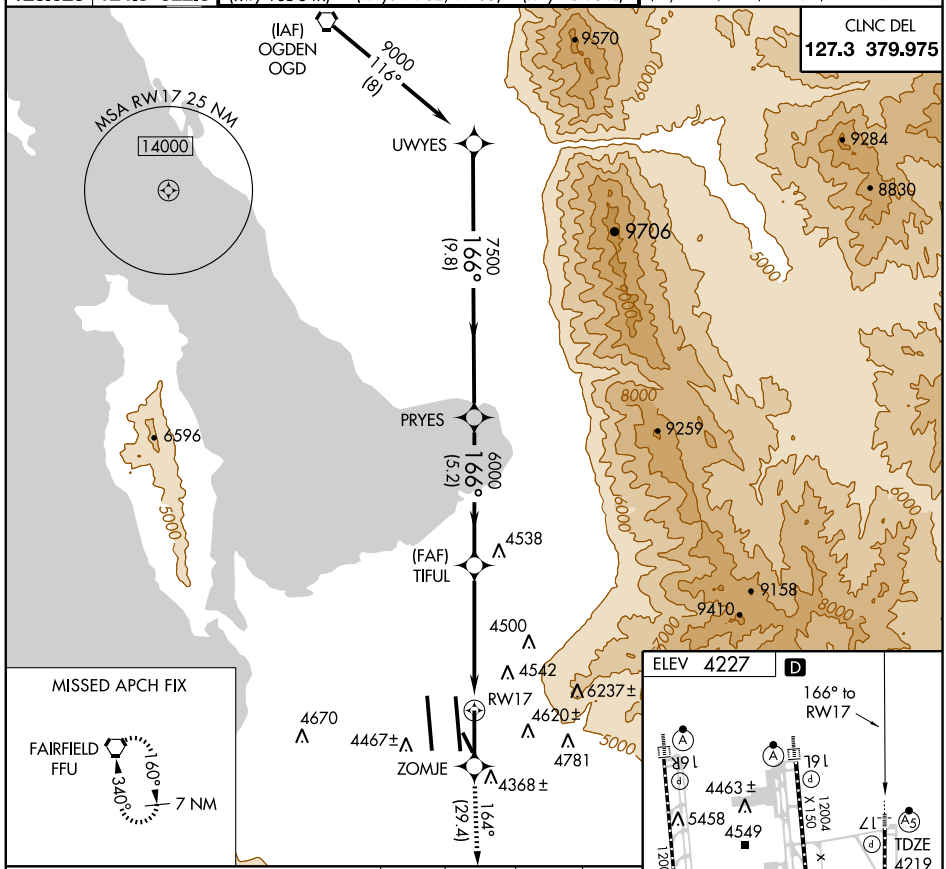
For inoperative MALSR increase LNAV Cat E to 2. DME/DME RNP- 0.3 NA.

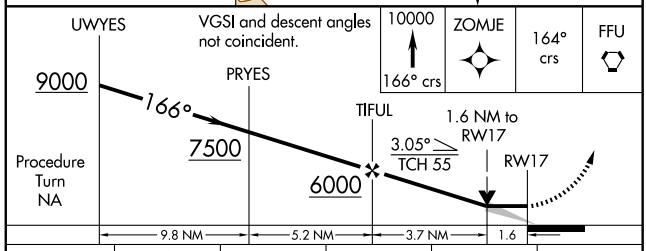
MALSR

MISSED APPROACH: Climb to 10000 via 166° course to ZOMJE WP, then via 164° course to FFU VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 4800/24 581 (600-½) | | 4800/50 581 (600-1) | 4800/60 581 (600-1¼) | 4800-1½ 581 (600-1½) |

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

# RNAV (GPS) RWY 34L

## SALT LAKE CITY INTL (SLC)

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 341° | TDZE | 4226 |
| | Apt Elev | 4227 |

T
NA

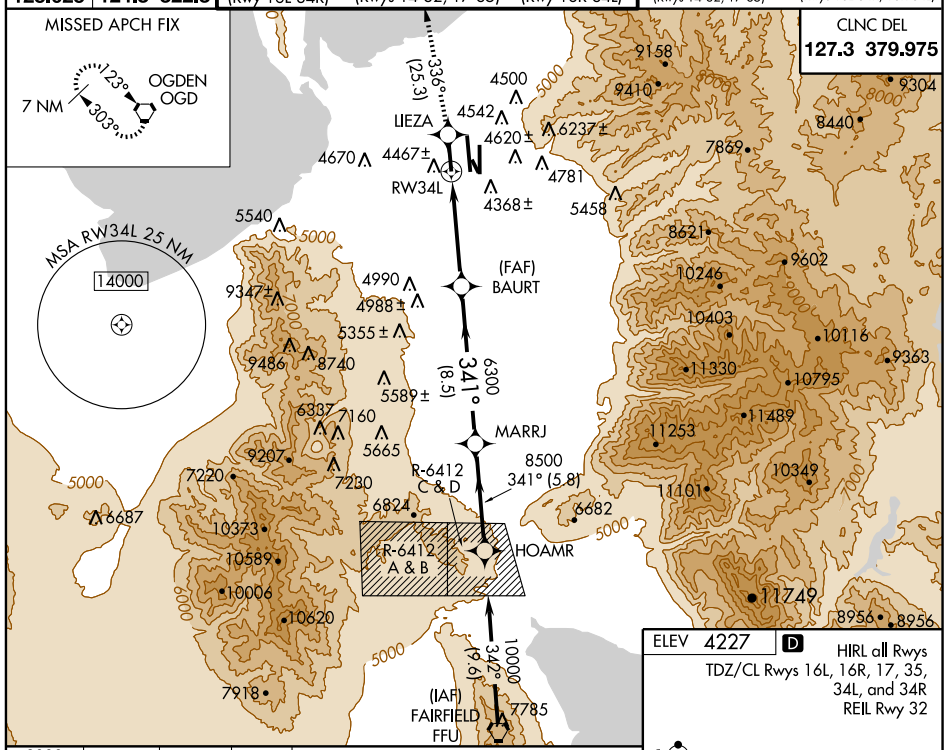
Baro-VNAV NA below -23°C (-9°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 9000 via 341° course to LIEZA WP then via 336° course to OGD VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

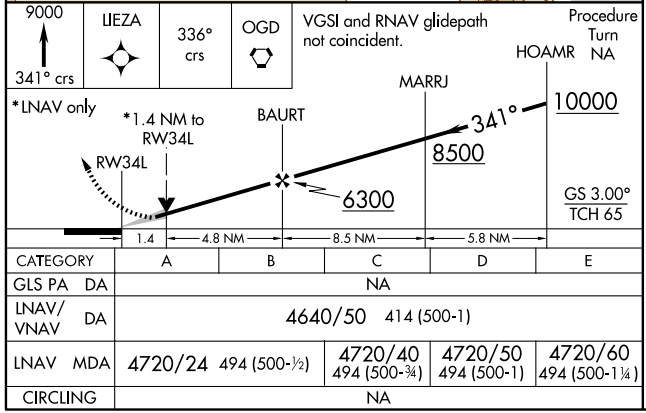
CLNC DEL
127.3 379.975




| 9000 | LIEZA | 336° crs | OGD |
|---|---|---|---|
| 341° crs | | | |

VGSI and RNAV glidepath not coincident.

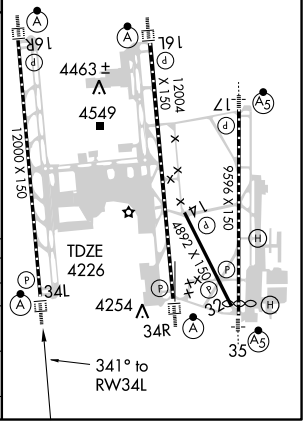
Procedure Turn NA




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 4640/50 414 (500-1) | | | | |
| LNAV MDA | 4720/24 494 (500-½) | | 4720/40 494 (500-¾) | 4720/50 494 (500-1) | 4720/60 494 (500-1¼) |
| CIRCLING | NA | | | | |

ELEV 4227 D

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R
REIL Rwy 32



# RNAV (GPS) RWY 34R
## SALT LAKE CITY INTL (SLC)

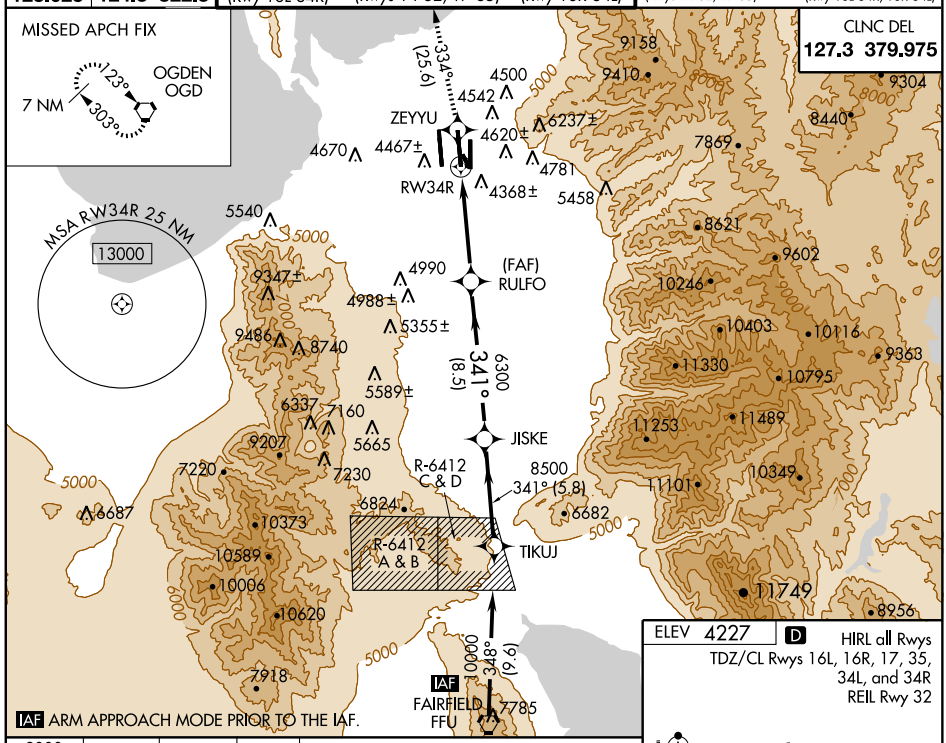
| APP CRS | Rwy ldg | 12004 |
|---|---|---|
| 341° | TDZE | 4222 |
| | Apt Elev | 4227 |

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (105°F).
For inoperative ALSF, increase Cat. E visibilities ½ mile.

ALSF-2

MISSED APPROACH: Climb to 9000 via 341° course to ZEYYU WP then 334° course to OGD VORTAC and hold.

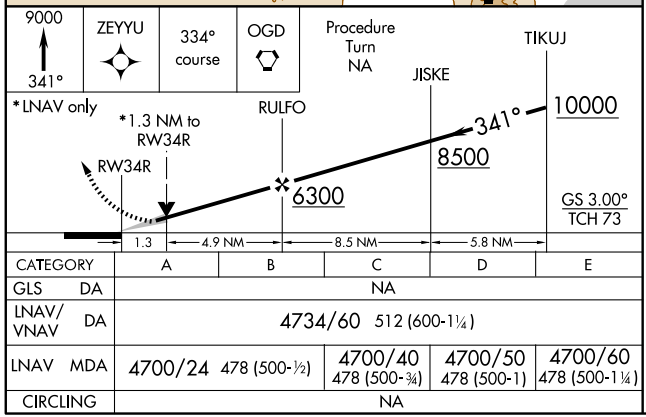
| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwy 16L-34R, 16R-34L) |

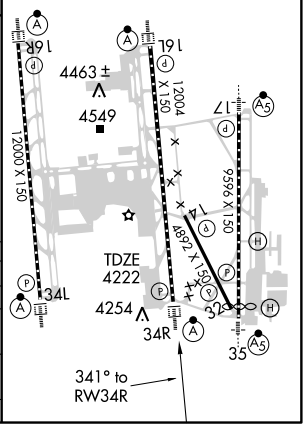



IAF ARM APPROACH MODE PRIOR TO THE IAF.

ELEV 4227 D

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R
REIL Rwy 32




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS DA | NA | | | | |
| LNAV/VNAV DA | 4734/60 512 (600-1¼) | | | | |
| LNAV MDA | 4700/24 478 (500-½) | | 4700/40 478 (500-¾) | 4700/50 478 (500-1) | 4700/60 478 (500-1¼) |
| CIRCLING | NA | | | | |

SW-4, 14 JAN 2010 to 11 FEB 2010

SALT LAKE CITY, UTAH

AL-365 (FAA)

# RNAV (GPS) RWY 35

## SALT LAKE CITY INTL (SLC)

| APP CRS | Rwy ldg | 9272 |
|---|---|---|
| 343° | TDZE | 4224 |
| | Apt Elev | 4227 |

T
NA

Baro-VNAV NA below -23°C (-9°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat. E visibility to 1½. Increase LNAV Cat. E visibility to 2.

MALSR

MISSED APPROACH: Climb to 9000 via 343° course to VUTAW WP then 332° course to OGD VORTAC and hold.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

CLNC DEL
127.3 379.975

MISSED APCH FIX

OGDEN OGD
7 NM
123°
303°

MSA RW35 25 NM
13000

332° (25.8)
VUTAW
RW35
(FAF) ATLEZ
343° (8.5)
6300
OTUHY
8500
343° (5.8)
R-6412 C & D
R-6412 A & B
LECSE
347° (9.4)
10000
IAF FAIRFIELD FFU

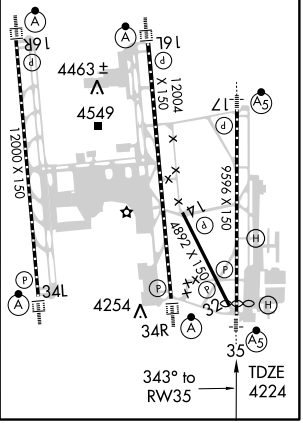
4500 4542 6237± 4620± 4781 4368± 4467± 4670 5458 5540 4990 4988± 5355± 9347± 8740 9486 5589± 6337 7160 9207 5665 7230 7220 6687 6824 8682 10373 10589 10006 10620 7918 7785 9158 9410 9304 8440 7869 8621 9802 10246 10403 10116 11330 9363 10795 11489 11253 11101 10349 11749 8956 8956

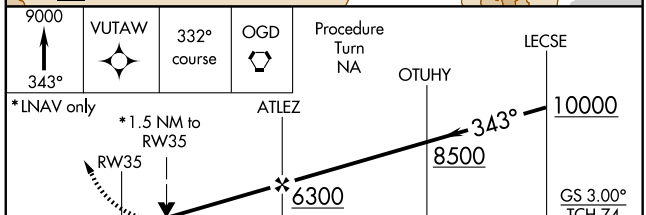
5000 6000 7000 8000 9000

IAF ARM APPROACH MODE PRIOR TO THE IAF.

ELEV 4227 D

HIRL all Rwys
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R
REIL Rwy 32




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS DA | NA | | | | |
| LNAV/VNAV DA | 4680/50 456 (500-1) | | | | |
| LNAV MDA | 4780/24 556 (600-½) | | 4780/50 556 (600-1) | 4780/60 556 (600-1¼) | 4780-1½ 556 (600-1½) |
| CIRCLING | NA | | | | |

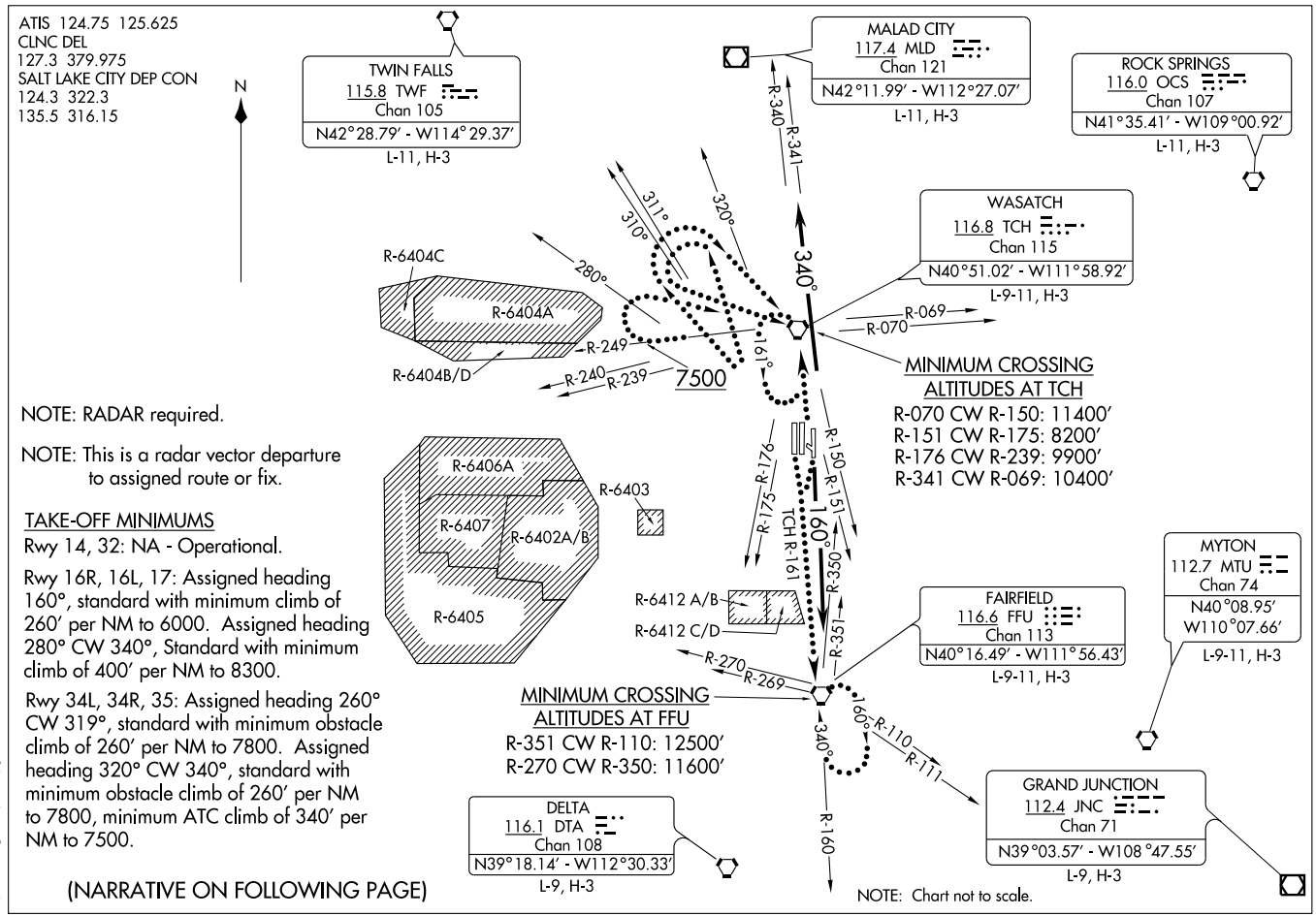
SW-4, 14 JAN 2010 to 11 FEB 2010

# SALT LAKE ONE DEPARTURE





ATIS 124.75 125.625
CLNC DEL
127.3 379.975
SALT LAKE CITY DEP CON
124.3 322.3
135.5 316.15




NOTE: RADAR required.

NOTE: This is a radar vector departure to assigned route or fix.

TAKE-OFF MINIMUMS

Rwy 14, 32: NA - Operational.

Rwy 16R, 16L, 17: Assigned heading 160°, standard with minimum climb of 260′ per NM to 6000. Assigned heading 280° CW 340°, Standard with minimum climb of 400′ per NM to 8300.

Rwy 34L, 34R, 35: Assigned heading 260° CW 319°, standard with minimum obstacle climb of 260′ per NM to 7800. Assigned heading 320° CW 340°, standard with minimum obstacle climb of 260′ per NM to 7800, minimum ATC climb of 340′ per NM to 7500.

(NARRATIVE ON FOLLOWING PAGE)

# SALT LAKE ONE DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L, 16R, 17: Climb heading 160° or as assigned, maintain 10000′ or assigned lower altitude. Thence. . . .

TAKE-OFF RUNWAY 34L, 34R, 35: Climb heading 340° or as assigned, maintain 10000′ or assigned lower altitude. Thence. . . .

. . . .expect vectors to assigned route or fix. Expect clearance to filed altitude 10 minutes after departure. Aircraft filed/assigned heading 331° CW 109° expect radar vectors eastbound leaving 11000′ due to high terrain east of TCH VORTAC.

LOST COMMUNICATIONS: If not in contact with Departure Control 1 minute after take-off:
Runways 16L and 17: Assigned heading 160°, turn right, thence. . . .
Runway 16R: Assigned heading 160°, turn left, thence. . . .
. . . .climb to 11000′ via TCH R-161 to FFU VORTAC. Aircraft departing FFU VORTAC R-111 CW R-269, climb on assigned route. All others continue climb in FFU VORTAC holding pattern (Hold south, right turns, 340° inbound) to cross FFU VORTAC at or above: R-351 CW R-110, 12500′; R-270 CW R-350, 11600′.

Runway 16L, 16R, 17: Assigned heading 280° CW 340°, fly assigned heading to 11000′. Then, aircraft heading 280° CW through 310°, execute a climbing right turn thence. . . aircraft heading 311° CW 340° execute a climbing left turn, thence. . . . proceed direct TCH VORTAC. Cross TCH VORTAC at or above 11400′ and proceed on course.

Runway 34L, 34R, 35: Climb direct TCH VORTAC. Aircraft departing TCH VORTAC R-240 CW R-340, climb on course. All others, continue climb via TCH R-249 to 7500′, then climbing right turn direct TCH VORTAC. Continue climb in TCH VORTAC holding pattern (Hold south, left turns, 341° inbound) to cross TCH VORTAC at or above: R-070 CW R-150, 11400′; R-151 CW R-175, 8200′; R-176 CW R-239, 9900′; R-341 CW R-069, 10400′. Climb on course.

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Vehicle 124′ from DER, 14′ right of centerline, 15′ AGL/4239′ MSL.
Light pole 988′ from DER, 726′ right of centerline, 34′ AGL/4254′ MSL.
Pole 1024′ from DER, 689′ right of centerline, 34′ AGL/4254′ MSL.
Rwy 17: Vehicles beginning 335′ from DER, on centerline, up to 17′ AGL/4241′ MSL.
Rwy 34R: Post 13′ from DER, 349′ right of centerline, 3′ AGL/4227′ MSL.
Rwy 35: Post 56′ from DER, 249′ left of centerline, 2′ AGL/4220′ MSL.

SW-4, 14 JAN 2010 to 11 FEB 2010

ATIS 124.75 125.625
CLNC DEL
127.3 379.975
SALT LAKE CITY DEP CON
128.1 307.05

## TAKE-OFF MINIMUMS

Rwys 14, 16L/R and Rwy 17 NA - Operational.

Rwy 32: 400-1 or standard with a minimum climb of 450 feet per NM to 7500.

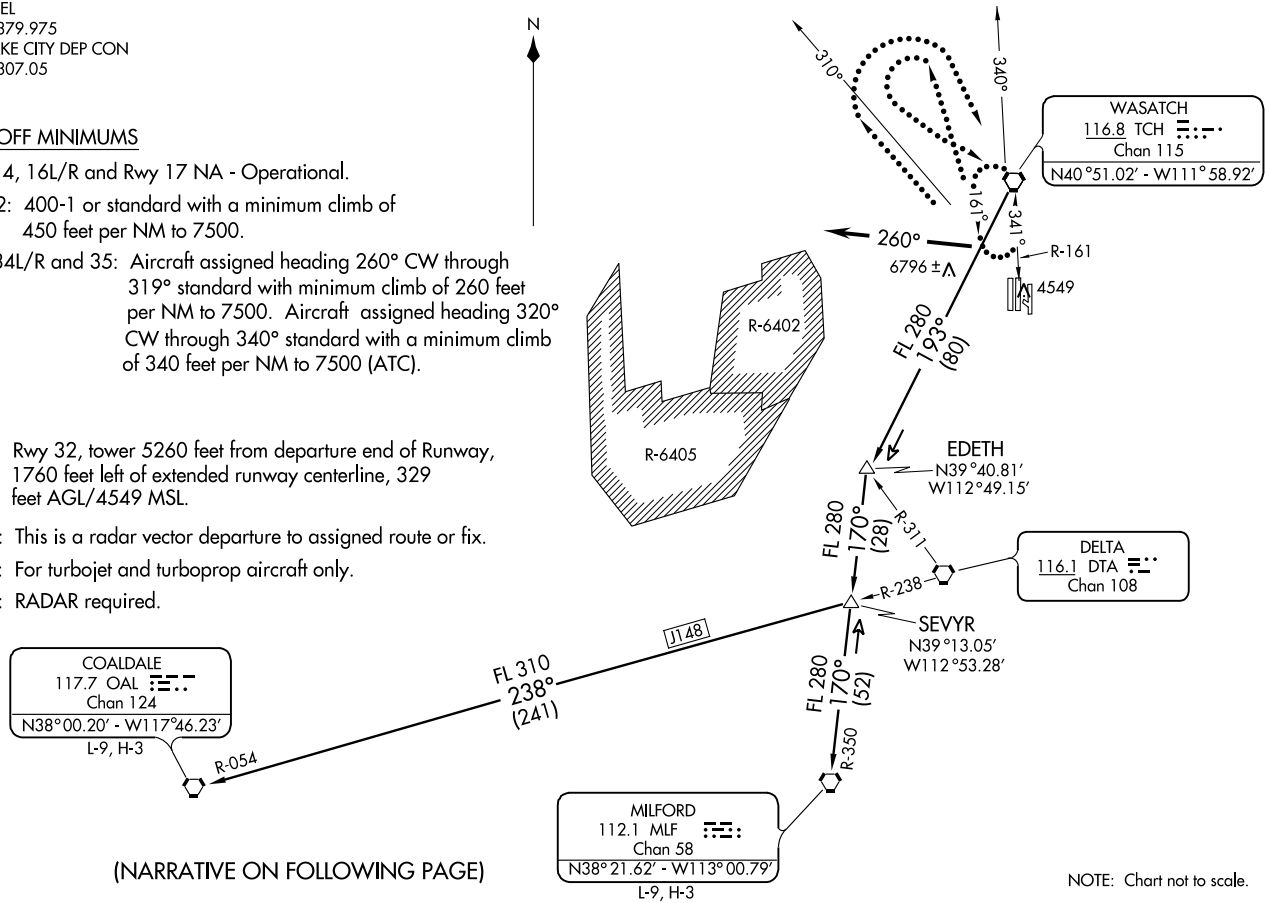
Rwys 34L/R and 35: Aircraft assigned heading 260° CW through 319° standard with minimum climb of 260 feet per NM to 7500. Aircraft assigned heading 320° CW through 340° standard with a minimum climb of 340 feet per NM to 7500 (ATC).

NOTE: Rwy 32, tower 5260 feet from departure end of Runway, 1760 feet left of extended runway centerline, 329 feet AGL/4549 MSL.

NOTE: This is a radar vector departure to assigned route or fix.

NOTE: For turbojet and turboprop aircraft only.

NOTE: RADAR required.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(SEVYR1.SEVYR) 09351

# SEVYR ONE DEPARTURE

SL-365 (FAA)

SALT LAKE CITY INTL(SLC)
SALT LAKE CITY, UTAH

# SEVYR ONE DEPARTURE



T

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 32, 34L/R, and 35: Fly heading 260° or as assigned for radar vectors to assigned route or fix. Maintain 10,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after takeoff, fly assigned heading to 11,000. Then, aircraft assigned heading 310° CW through 340°, execute a climbing left turn, all others execute a climbing right turn to TCH VORTAC. Continue climb in the TCH VORTAC holding pattern (hold south, left turns, 341° inbound) to cross TCH VORTAC at or above 11,500. Proceed on course.

COALDALE TRANSITION (SEVYR1.OAL): From over TCH VORTAC via TCH R-193 and MLF R-350 to SEVYR INT, then via DTA R-238 and OAL R-054 to OAL VORTAC.

MILFORD TRANSITION (SEVYR1.MLF): From over TCH VORTAC via TCH R-193 and MLF R-350 to MLF VORTAC.

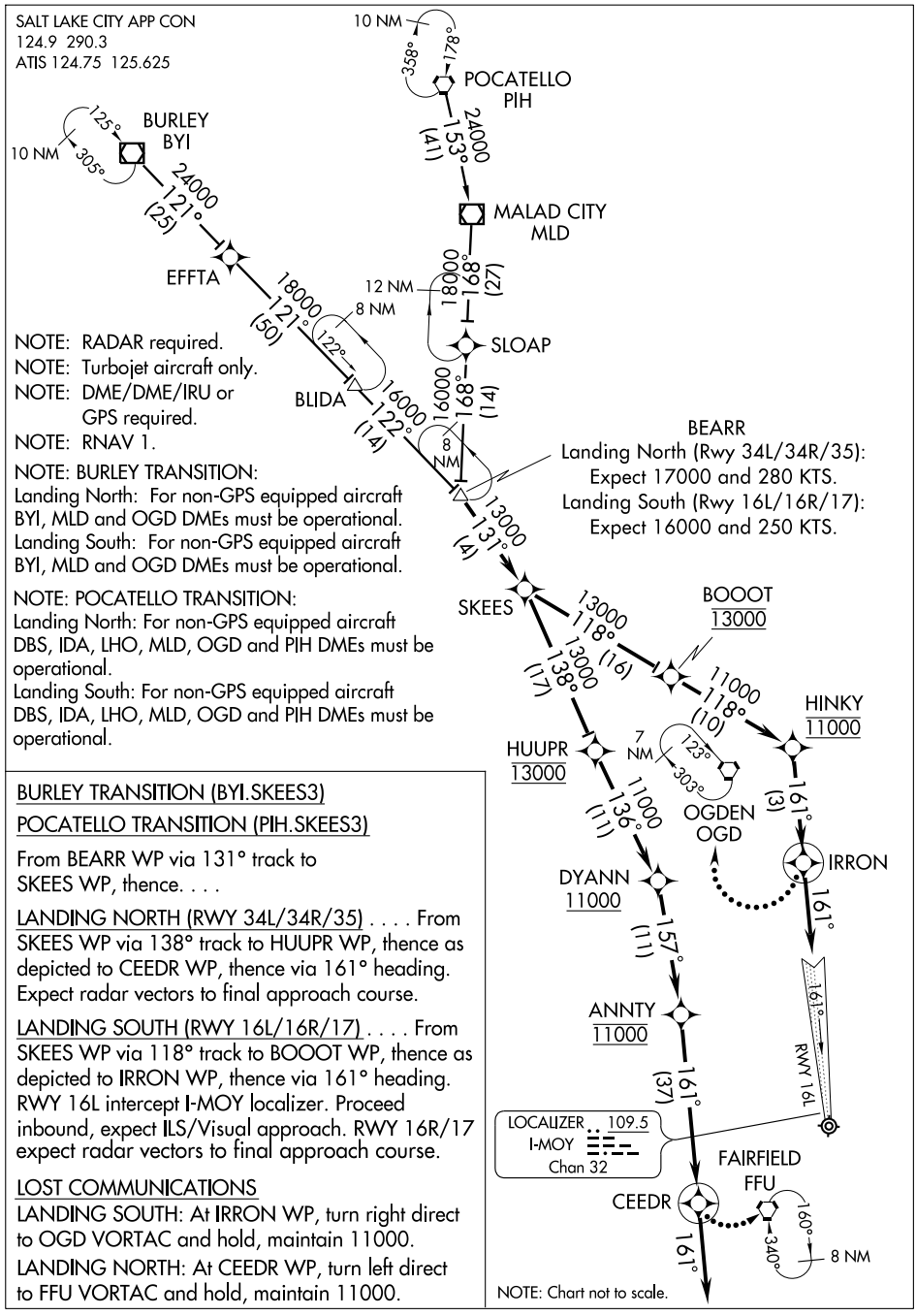
(SKEES.SKEES3) 09351

# SKEES THREE ARRIVAL (RNAV)

ST-365 (FAA)

SALT LAKE CITY INTL
SALT LAKE CITY, UTAH

SALT LAKE CITY APP CON
124.9 290.3
ATIS 124.75 125.625




NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: BURLEY TRANSITION:
Landing North: For non-GPS equipped aircraft BYI, MLD and OGD DMEs must be operational.
Landing South: For non-GPS equipped aircraft BYI, MLD and OGD DMEs must be operational.

NOTE: POCATELLO TRANSITION:
Landing North: For non-GPS equipped aircraft DBS, IDA, LHO, MLD, OGD and PIH DMEs must be operational.
Landing South: For non-GPS equipped aircraft DBS, IDA, LHO, MLD, OGD and PIH DMEs must be operational.

BURLEY TRANSITION (BYI.SKEES3)

POCATELLO TRANSITION (PIH.SKEES3)

From BEARR WP via 131° track to SKEES WP, thence. . . .

LANDING NORTH (RWY 34L/34R/35) . . . . From SKEES WP via 138° track to HUUPR WP, thence as depicted to CEEDR WP, thence via 161° heading. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 16L/16R/17) . . . . From SKEES WP via 118° track to BOOOT WP, thence as depicted to IRRON WP, thence via 161° heading. RWY 16L intercept I-MOY localizer. Proceed inbound, expect ILS/Visual approach. RWY 16R/17 expect radar vectors to final approach course.

LOST COMMUNICATIONS

LANDING SOUTH: At IRRON WP, turn right direct to OGD VORTAC and hold, maintain 11000.

LANDING NORTH: At CEEDR WP, turn left direct to FFU VORTAC and hold, maintain 11000.

NOTE: Chart not to scale.

SW-4, 14 JAN 2010 to 11 FEB 2010

# SPANE FIVE ARRIVAL

ST-365 (FAA)

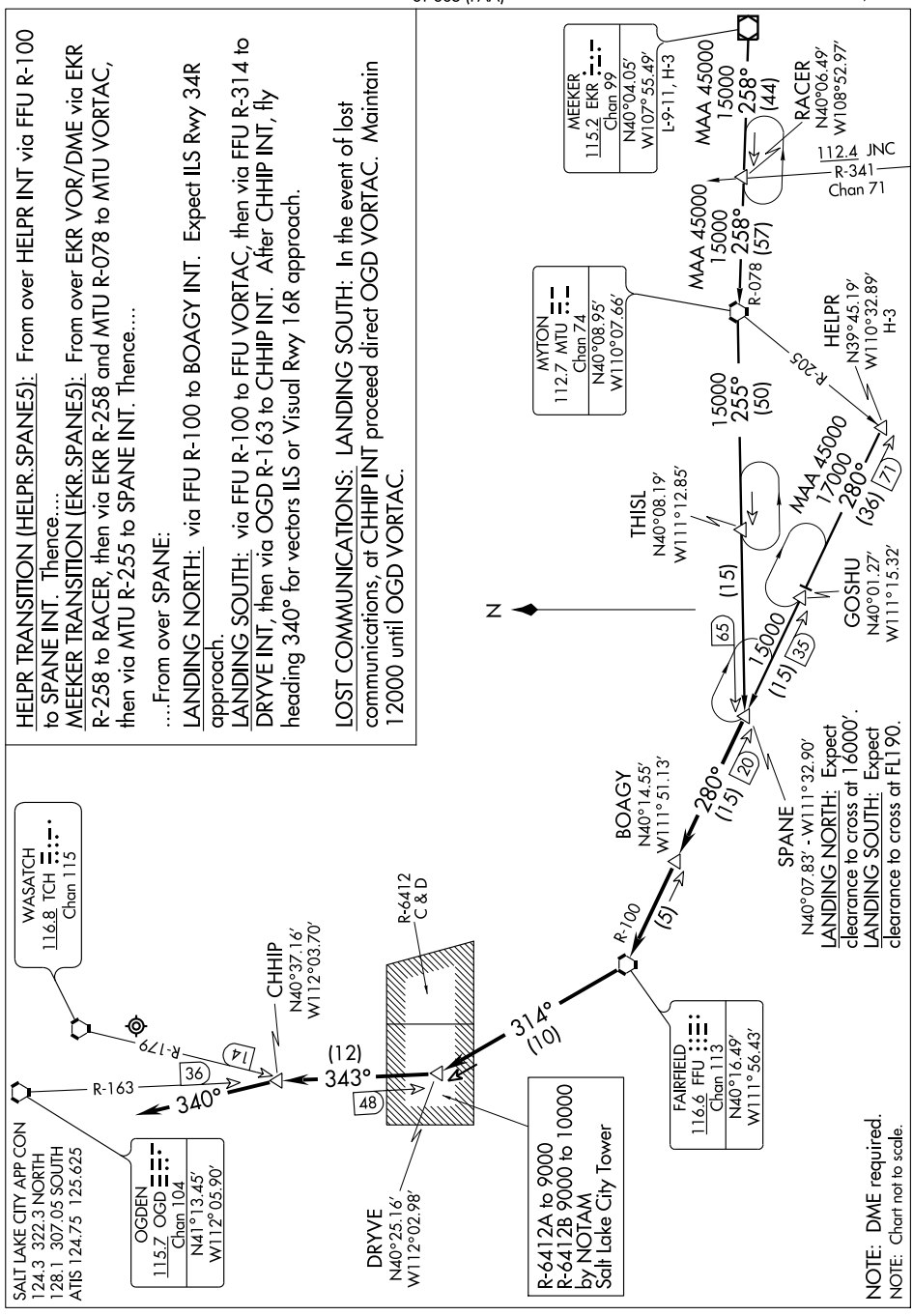
SALT LAKE CITY INTL
SALT LAKE CITY, UTAH

HELPR TRANSITION (HELPR.SPANE5): From over HELPR INT via FFU R-100 to SPANE INT. Thence....
MEEKER TRANSITION (EKR.SPANE5): From over EKR VOR/DME via EKR R-258 to RACER, then via EKR R-258 and MTU R-078 to MTU VORTAC, then via MTU R-255 to SPANE INT. Thence....

....From over SPANE:

LANDING NORTH: via FFU R-100 to BOAGY INT. Expect ILS Rwy 34R approach.
LANDING SOUTH: via FFU R-100 to FFU VORTAC, then via FFU R-314 to DRYVE INT, then via OGD R-163 to CHHIP INT. After CHHIP INT, fly heading 340° for vectors ILS or Visual Rwy 16R approach.

LOST COMMUNICATIONS: LANDING SOUTH: In the event of lost communications, at CHHIP INT proceed direct OGD VORTAC. Maintain 12000 until OGD VORTAC.



# TWIN FALLS ONE DEPARTURE (RNAV)

SALT LAKE CITY INTL(SLC)
SALT LAKE CITY, UTAH

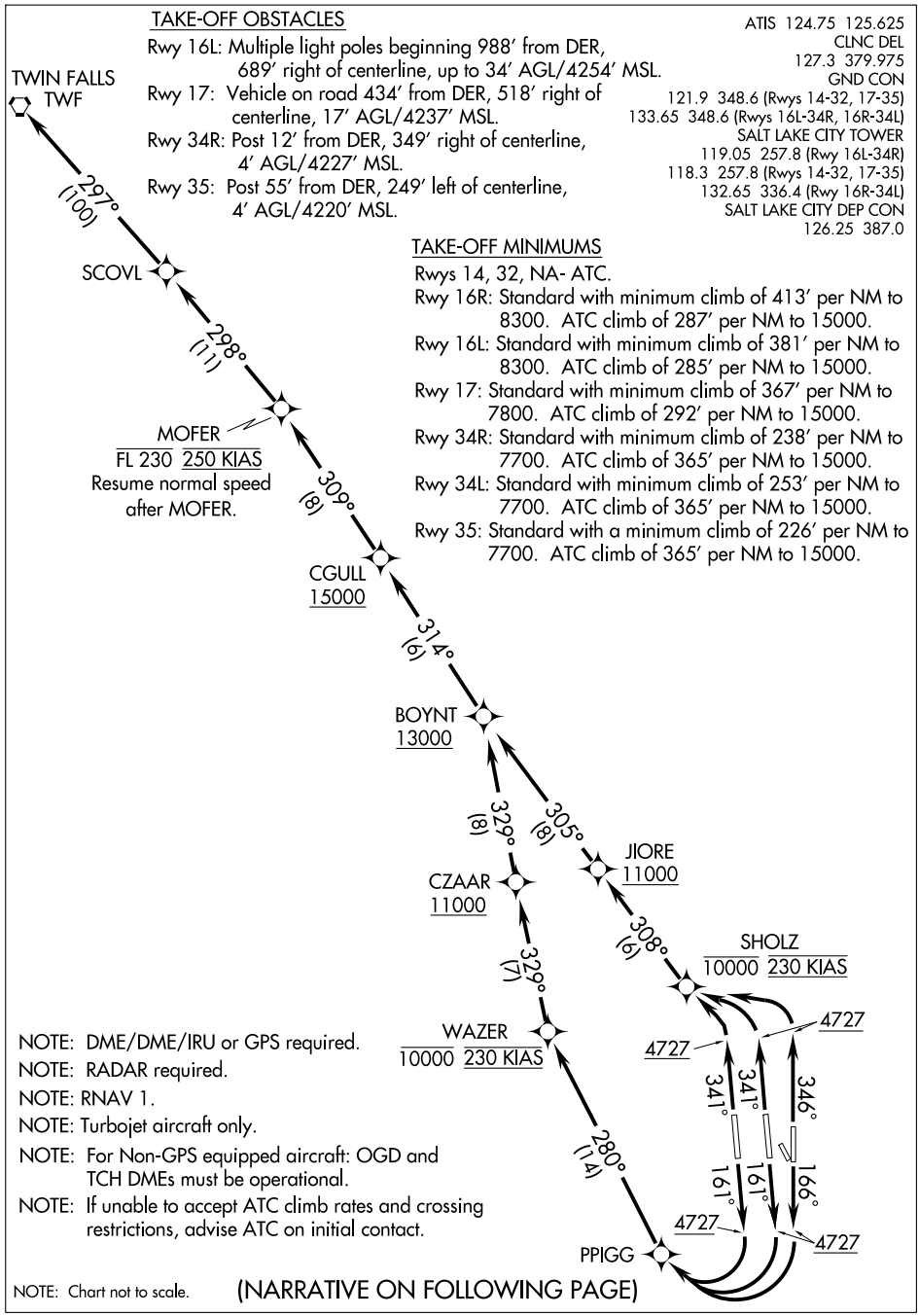
ATIS 124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
126.25 387.0

## TAKE-OFF OBSTACLES

Rwy 16L: Multiple light poles beginning 988′ from DER, 689′ right of centerline, up to 34′ AGL/4254′ MSL.
Rwy 17: Vehicle on road 434′ from DER, 518′ right of centerline, 17′ AGL/4237′ MSL.
Rwy 34R: Post 12′ from DER, 349′ right of centerline, 4′ AGL/4227′ MSL.
Rwy 35: Post 55′ from DER, 249′ left of centerline, 4′ AGL/4220′ MSL.

## TAKE-OFF MINIMUMS

Rwys 14, 32, NA- ATC.
Rwy 16R: Standard with minimum climb of 413′ per NM to 8300. ATC climb of 287′ per NM to 15000.
Rwy 16L: Standard with minimum climb of 381′ per NM to 8300. ATC climb of 285′ per NM to 15000.
Rwy 17: Standard with minimum climb of 367′ per NM to 7800. ATC climb of 292′ per NM to 15000.
Rwy 34R: Standard with minimum climb of 238′ per NM to 7700. ATC climb of 365′ per NM to 15000.
Rwy 34L: Standard with minimum climb of 253′ per NM to 7700. ATC climb of 365′ per NM to 15000.
Rwy 35: Standard with a minimum climb of 226′ per NM to 7700. ATC climb of 365′ per NM to 15000.




NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For Non-GPS equipped aircraft: OGD and TCH DMEs must be operational.
NOTE: If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TWIN FALLS ONE DEPARTURE (RNAV)



T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16R/16L: Climb heading 161° to 4727, then right turn direct PPIGG, then via depicted route to TWF VORTAC, thence. . . .
TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then right turn direct PPIGG, then via depicted route to TWF VORTAC, thence. . . .
TAKE-OFF RUNWAY 34R: Climb heading 341° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .
TAKE-OFF RUNWAY 34L: Climb heading 341° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .
TAKE OFF RUNWAY 35: Climb heading 346° to 4727, then left turn direct SHOLZ, then via depicted route to TWF VORTAC, thence. . . .

...maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

# VOR/DME or TACAN RWY 16L

## SALT LAKE CITY INTL (SLC)

| VORTAC TCH | APP CRS | Rwy ldg | 12004 |
|---|---|---|---|
| 116.8 | 159° | TDZE | 4227 |
| Chan 115 | | Apt Elev | 4227 |

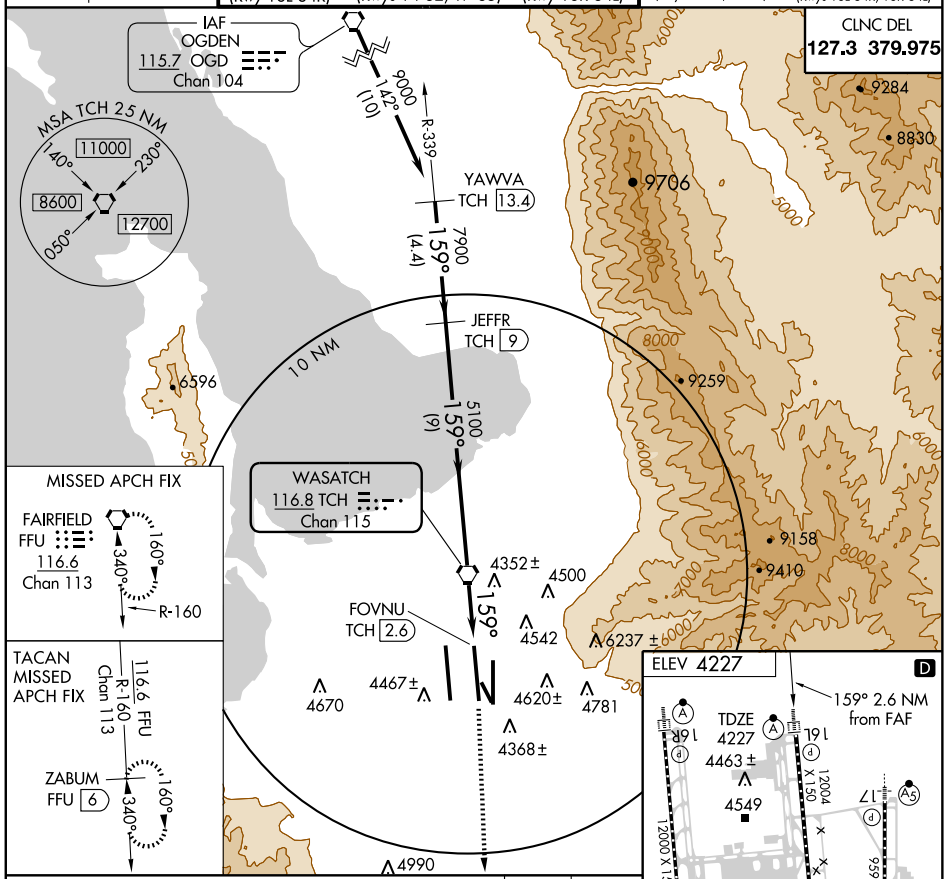
For inoperative ALSF, increase S-16L Cat. E visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 10000 direct FFU VORTAC and hold. (TACAN equipped aircraft continue via FFU R-160 to ZABUM/FFU 6 DME and hold south, right turn, 340° inbound.)

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16L | 4720/24 | 493 (500-½) | 4720/40 493 (500-¾) | 4720/50 493 (500-1) | 4720/60 493 (500-1¼) |
| CIRCLING | NA | | | | |

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

# VOR/DME or TACAN RWY 17

## SALT LAKE CITY INTL (SLC)

| VORTAC TCH | APP CRS | Rwy ldg | 9596 |
|---|---|---|---|
| 116.8 | 148° | TDZE | 4219 |
| Chan 115 | | Apt Elev | 4227 |

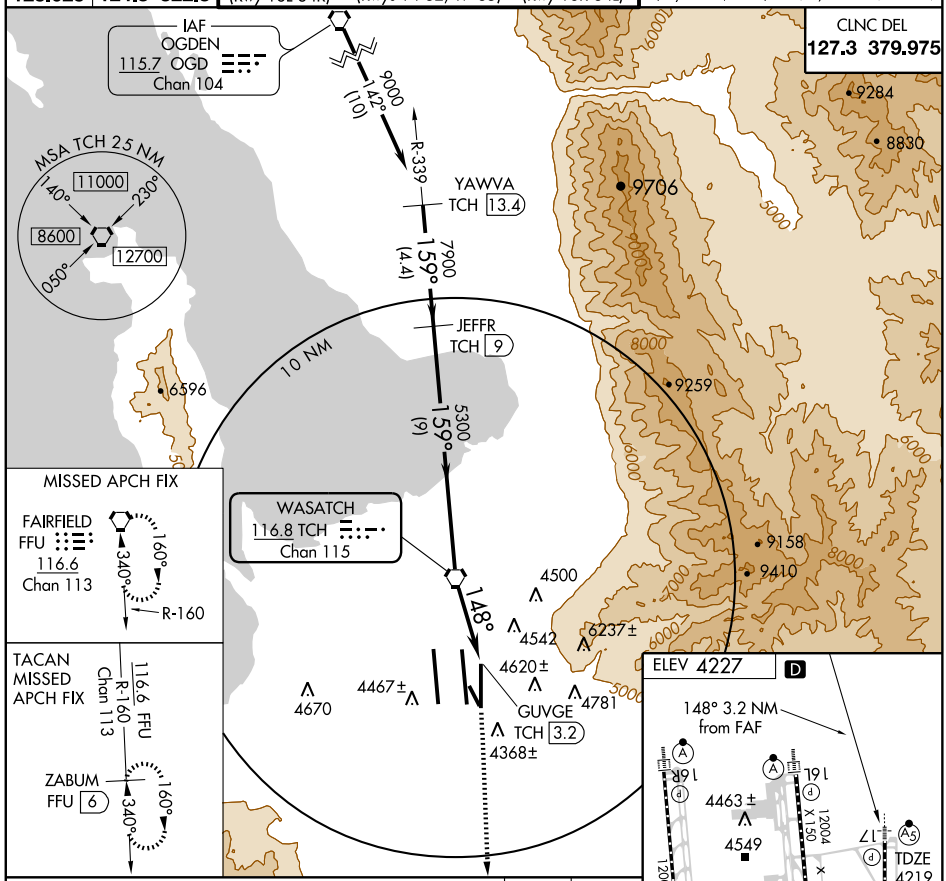
T Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 10000 direct FFU VORTAC and hold. (TACAN equipped aircraft continue via FFU R-160 to ZABUM/FFU 6 DME and hold south, right turn, 340° inbound.)

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

CLNC DEL 127.3 379.975




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17 | 4800/50 | 581 (600-1) | 4800-1½ 581 (600-1½) | 4800-1¾ 581 (600-1¾) | 4800-2 581 (600-2) |
| CIRCLING | NA | | | | |

HIRL all Rwys
REIL Rwy 32
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

| VORTAC TCH | APP CRS | Rwy ldg | 12004 |
|---|---|---|---|
| 116.8 | 339° | TDZE | 4222 |
| Chan 115 | | Apt Elev | 4227 |

# VOR/DME RWY 34R

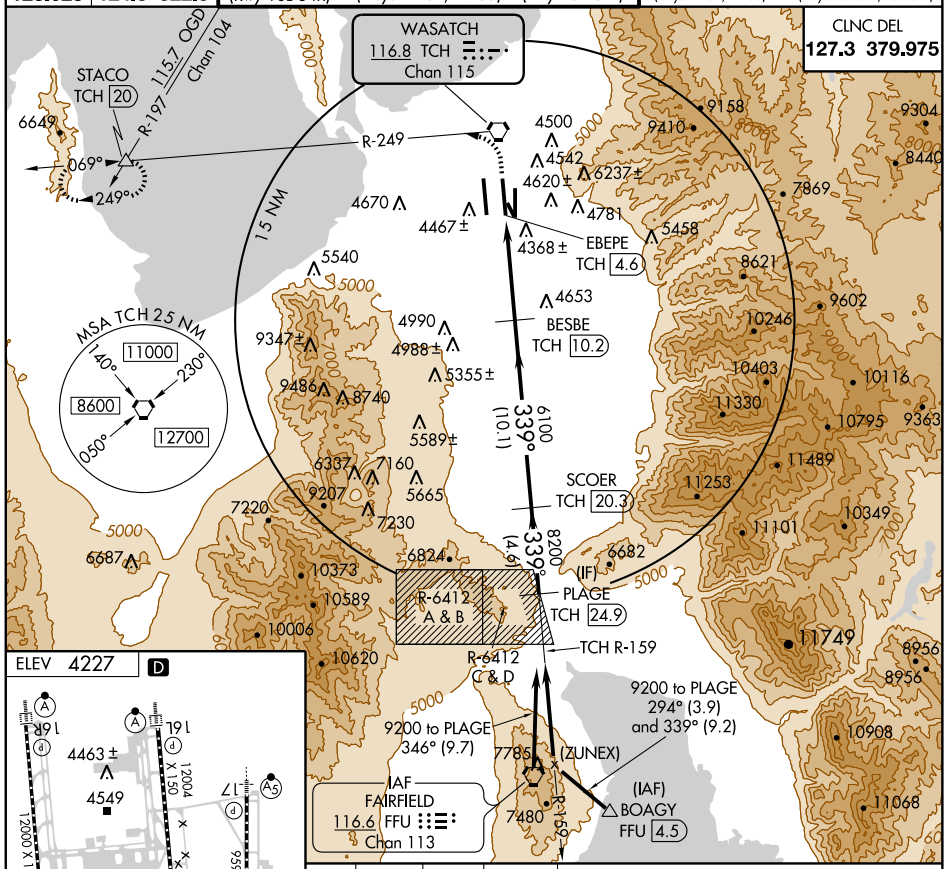
## SALT LAKE CITY INTL (SLC)

ALSF-2

MISSED APPROACH: Climb to 5300 then climb to 10700 via heading 300° and TCH VORTAC R-249 to STACO INT/20 DME and hold, continue climb-in-hold to 10700.

| ATIS | SALT LAKE CITY APP CON | SALT LAKE CITY TOWER | | | GND CON | |
|---|---|---|---|---|---|---|
| 124.75 | 124.3 322.3 | 119.05 257.8 | 118.3 257.8 | 132.65 336.4 | 121.9 348.6 | 133.65 348.6 |
| 125.625 | | (Rwy 16L-34R) | (Rwys 14-32, 17-35) | (Rwy 16R-34L) | (Rwys 14-32, 17-35) | (Rwys 16L-34R, 16R-34L) |

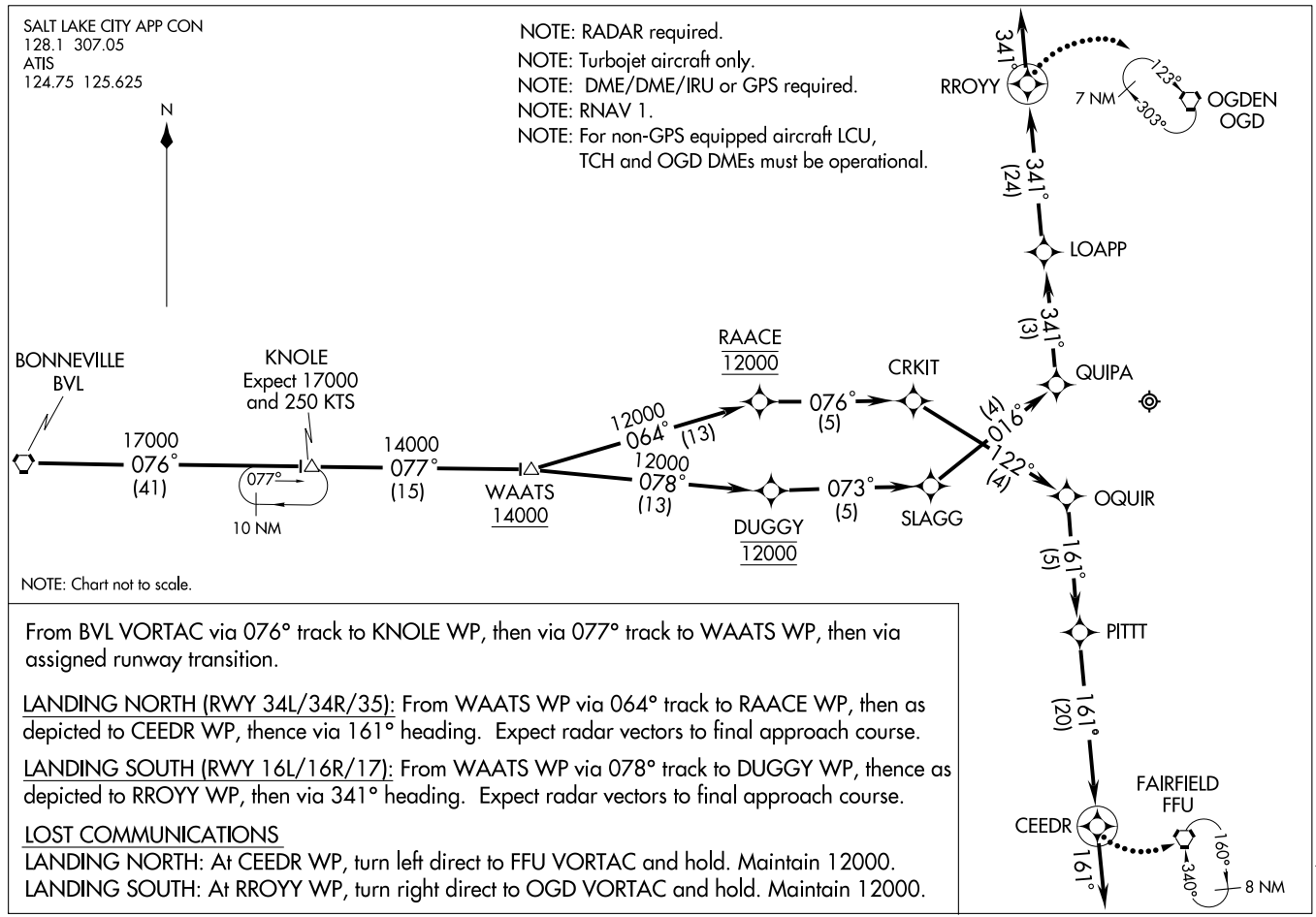
CLNC DEL
127.3 379.975




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34R | 4760/24 538 (600-½) | | 4760/50 538 (600-1) | 4760/60 538 (600-1¼) |

SALT LAKE CITY APP CON
128.1 307.05
ATIS
124.75 125.625

NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft LCU, TCH and OGD DMEs must be operational.




NOTE: Chart not to scale.

From BVL VORTAC via 076° track to KNOLE WP, then via 077° track to WAATS WP, then via assigned runway transition.

LANDING NORTH (RWY 34L/34R/35): From WAATS WP via 064° track to RAACE WP, then as depicted to CEEDR WP, thence via 161° heading. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 16L/16R/17): From WAATS WP via 078° track to DUGGY WP, thence as depicted to RROYY WP, then via 341° heading. Expect radar vectors to final approach course.

LOST COMMUNICATIONS
LANDING NORTH: At CEEDR WP, turn left direct to FFU VORTAC and hold. Maintain 12000.
LANDING SOUTH: At RROYY WP, turn right direct to OGD VORTAC and hold. Maintain 12000.

# WEVIC ONE DEPARTURE (RNAV)



ATIS 124.75 125.625
CLNC DEL
127.3 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
133.65 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
124.3 322.3

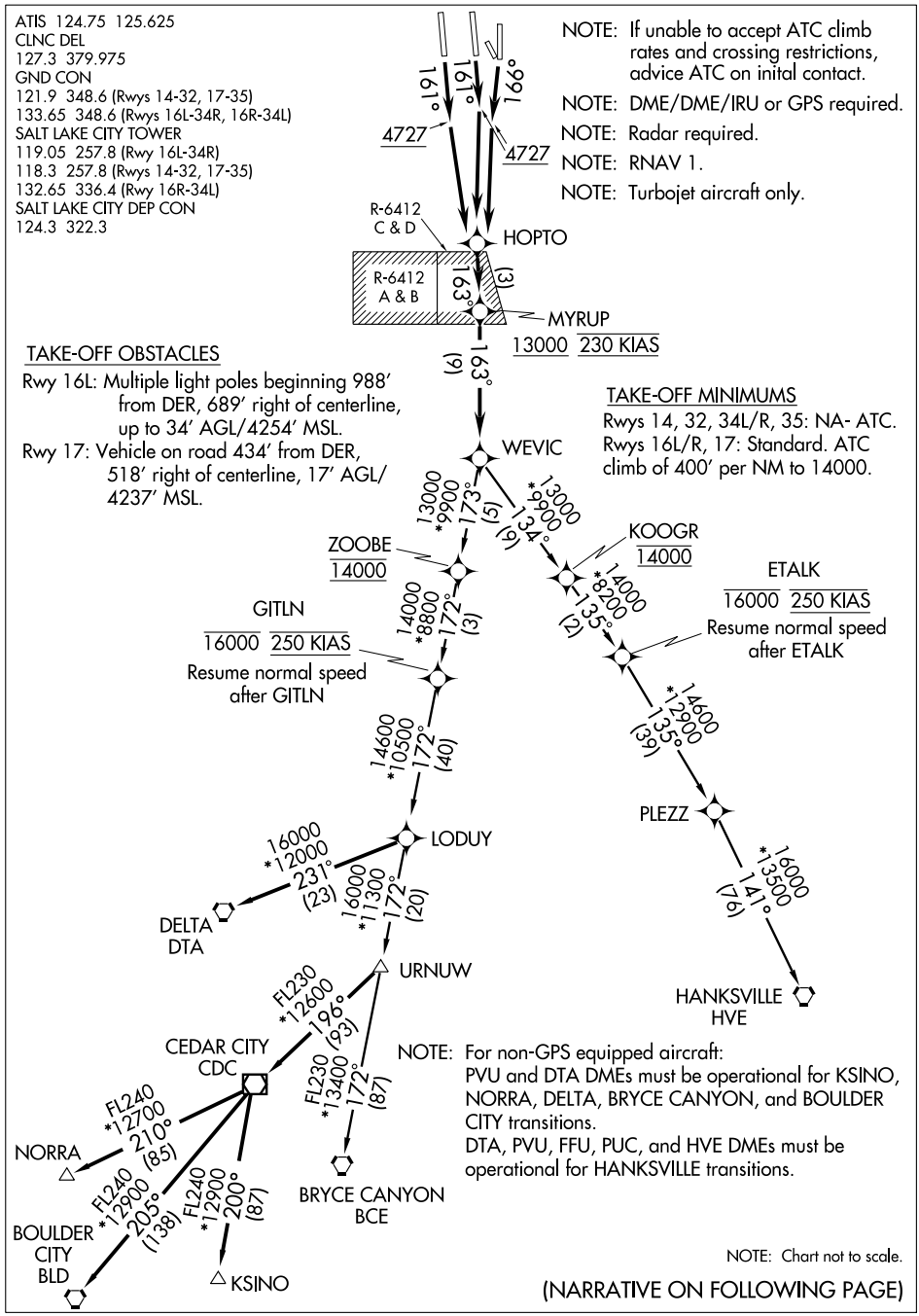
NOTE: If unable to accept ATC climb rates and crossing restrictions, advice ATC on inital contact.

NOTE: DME/DME/IRU or GPS required.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft only.




## TAKE-OFF OBSTACLES

Rwy 16L: Multiple light poles beginning 988′ from DER, 689′ right of centerline, up to 34′ AGL/4254′ MSL.

Rwy 17: Vehicle on road 434′ from DER, 518′ right of centerline, 17′ AGL/ 4237′ MSL.

## TAKE-OFF MINIMUMS

Rwys 14, 32, 34L/R, 35: NA- ATC.
Rwys 16L/R, 17: Standard. ATC climb of 400′ per NM to 14000.

NOTE: For non-GPS equipped aircraft:
PVU and DTA DMEs must be operational for KSINO, NORRA, DELTA, BRYCE CANYON, and BOULDER CITY transitions.
DTA, PVU, FFU, PUC, and HVE DMEs must be operational for HANKSVILLE transitions.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# WEVIC ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16R: Climb heading 161° to 4727, then left turn direct HOPTO, then via depicted route to WEVIC, thence. . . .
TAKE-OFF RUNWAY 16L: Climb heading 161° to 4727, then right turn direct HOPTO, then via depicted route to WEVIC, thence. . . .
TAKE-OFF RUNWAY 17: Climb heading 166° to 4727, then left turn direct HOPTO, then via depicted route to WEVIC, thence. . . .

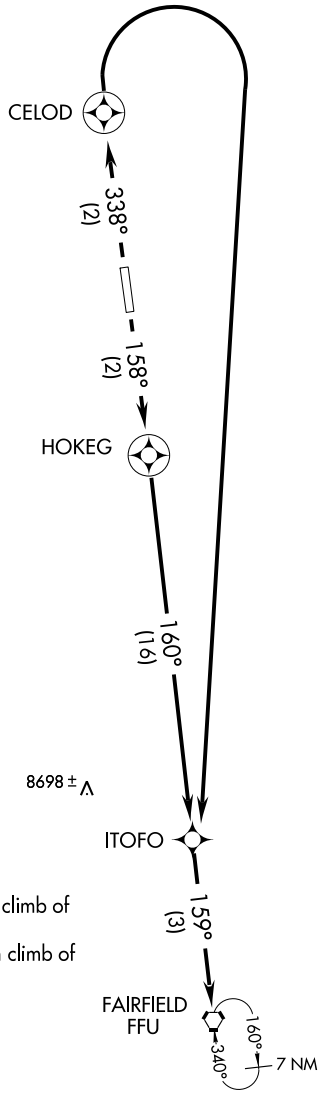
. . . .via (transition) maintain 16000 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (WEVIC1.BCE)
BOULDER CITY TRANSITION (WEVIC1.BLD)
DELTA TRANSITION (WEVIC1.DTA)
HANKSVILLE TRANSITION (WEVIC1.HVE)
KSINO TRANSITION (WEVIC1.KSINO)
NORRA TRANSITION (WEVIC1.NORRA)

# ITOFO ONE DEPARTURE (RNAV)



SALT LAKE CITY DEP CON
120.2 124.3 322.3
CLNC DEL
127.0
UNICOM 122.7 (CTAF)
AWOS-3 134.425




TAKE-OFF MINIMUMS
RWY 16: Standard with a minimum climb of 280′ per NM to 7100.
RWY 34: Standard with a minimum climb of 495′ per NM to 9000.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 9000 via 158° course to HOKEG WP, 160° course to ITOFO WP, and 159° course to FFU VORTAC and hold.
TAKE-OFF RUNWAY 34: Climb to 9000 via 338° course to CELOD WP, climbing right turn direct ITOFO WP, and 159° course to FFU VORTAC and hold.

All aircraft expect further clearance to filed altitude and route within ten minutes after departure.

| APP CRS | Rwy ldg | 5622 |
|---|---|---|
| 338° | TDZE | 4606 |
| | Apt Elev | 4607 |

# RNAV (GPS) Y RWY 34

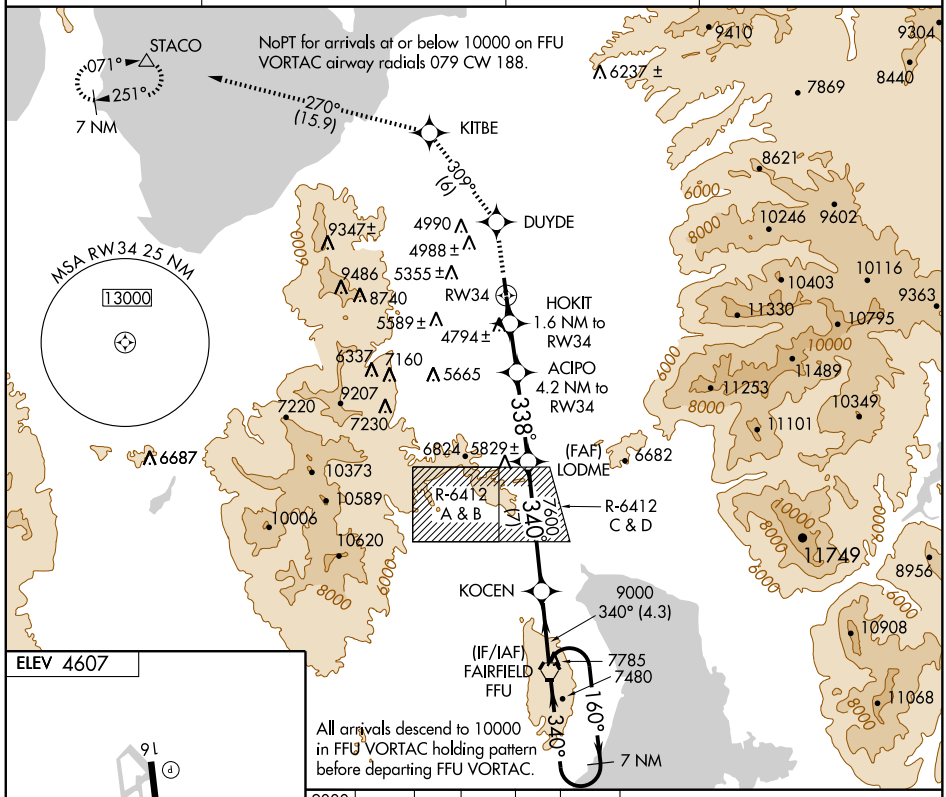
## SALT LAKE CITY / SOUTH VALLEY RGNL (U42)

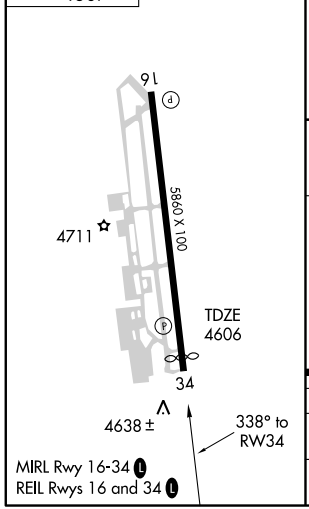
T
NA

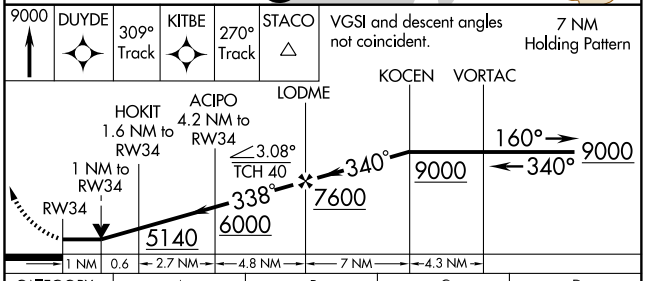
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Salt Lake City Intl altimeter setting.

MISSED APPROACH: Climb to 9000 direct DUYDE and via 309° track to KITBE and via 270° track to STACO and hold.

| AWOS-3 | SALT LAKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.425 | 120.2 124.3 322.3 | 127.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5060-1 454 (500-1) | | 5060-1¼ 454 (500-1¼) | 5060-1½ 454 (500-1½) |
| CIRCLING | 5140-1 533 (600-1) | | 5320-2 713 (800-2) | 5460-2¾ 853 (900-2¾) |

SW-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5622 |
|---|---|---|
| 338° | TDZE | 4606 |
| | Apt Elev | 4607 |

# RNAV (GPS) Z RWY 34

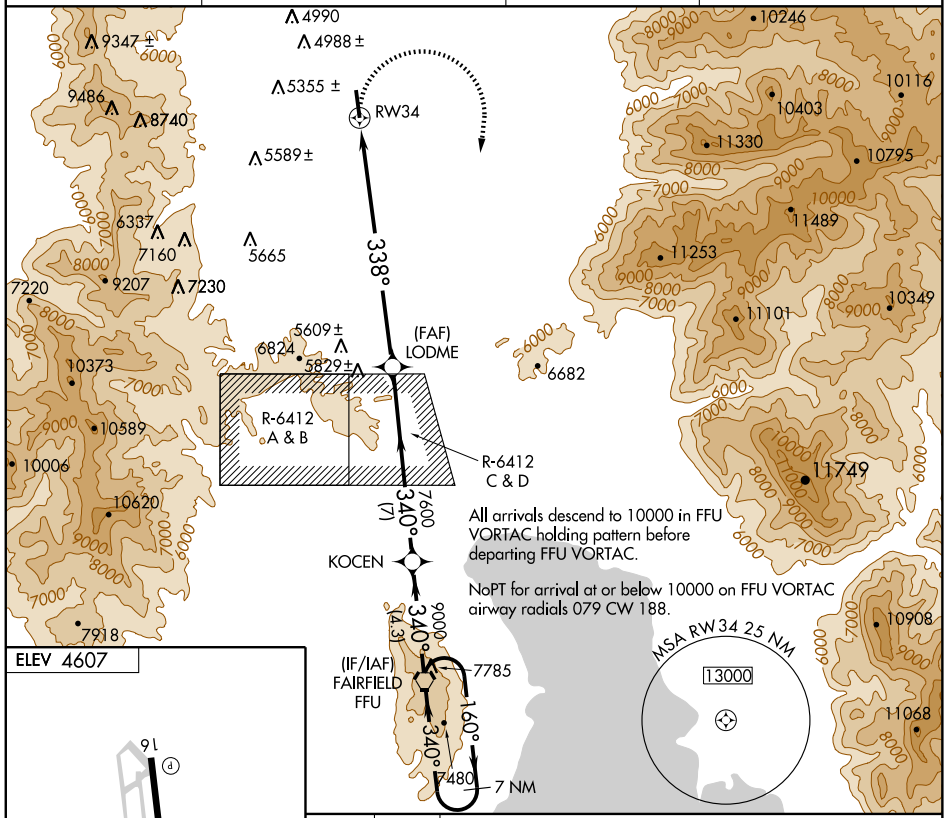
## SALT LAKE CITY / SOUTH VALLEY RGNL (U42)

NA

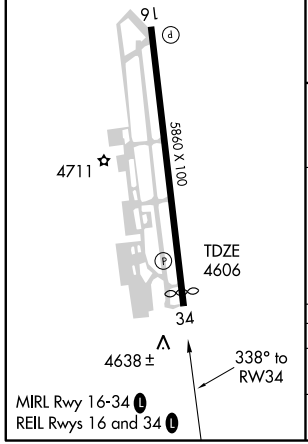
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Salt Lake City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 9000 direct FFU VORTAC and hold.

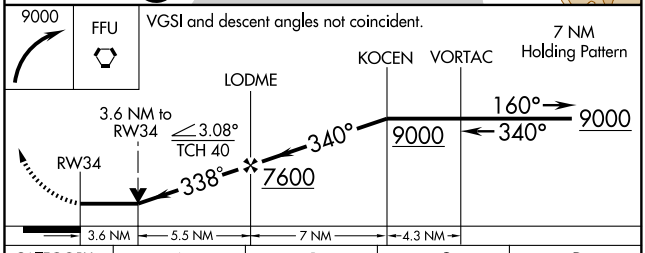
| AWOS-3 | SALT LAKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.425 | 120.2 124.3 322.3 | 127.0 | 122.7 (CTAF) L |




ELEV 4607




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6160-1¼ 1554 (1600-1¼) | 6160-1½ 1554 (1600-1½) | 6160-3 1554 (1600-3) | |
| CIRCLING | 6160-1¼ 1553 (1600-1¼) | 6160-1½ 1553 (1600-1½) | 6160-3 1553 (1600-3) | |

(IYLAG1.IYLAG) 07186

# IYLAG ONE DEPARTURE (RNAV)

SL-5742 (FAA)

ST. GEORGE MUNI (SGU)
ST. GEORGE, UTAH

AWOS-3 135.075
UNICOM 122.8
CEDAR CITY RADIO
122.5
LOS ANGELES CENTER
124.2

URIAH
331°
(15)
QUXEP
5364±
283°
(11)
MATZO
R-043
JEZOB
3419±
346°
(11)
166°
(5)
V8-235
XEZXA
076°
(8)
IYLAG
247°
(14)
PHYLI
5019±
V21
R-016
V21
R-043
MORMON MESA
MMM

NOTE: TAKE-OFF MINIMUMS RWY 16: 2100-3 or standard with a minimum climb rate of 230′ per NM to 5600′.

NOTE: JEZOB TRANSITION V8 NE bound requires a minimum climb rate of 280′ per NM to 12000′.

NOTE: 1. GPS Required.
2. RNAV 1

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 12000 (or assigned altitude) via course 166° to IYLAG WP then via assigned transition/route.

TAKE-OFF RUNWAY 34: Not authorized.

JEZOB TRANSITION (IYLAG1.JEZOB): From over IYLAG WP via course 076° to XEZXA WP, then via course 346° to JEZOB WP.

PHYLI TRANSITION (IYLAG1.PHYLI)

URIAH TRANSITION (IYLAG1.URIAH)

SW-4, 14 JAN 2010 to 11 FEB 2010

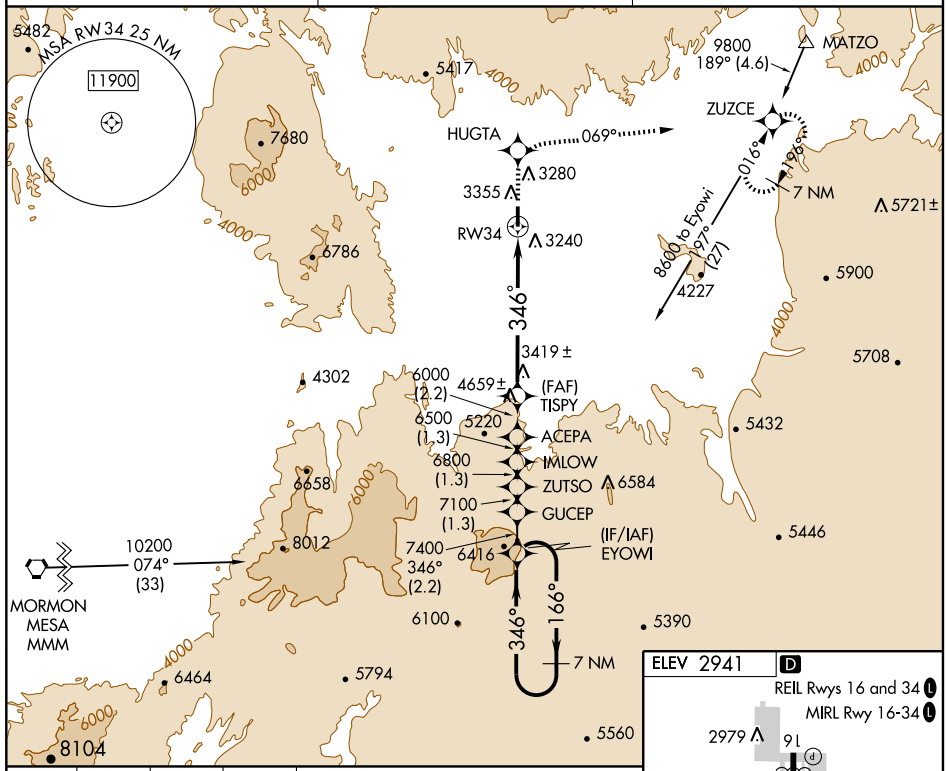
| WAAS CH 53501 W34A | APP CRS 346° | Rwy ldg 6606<br>TDZE 2906<br>Apt Elev 2941 |
|---|---|---|

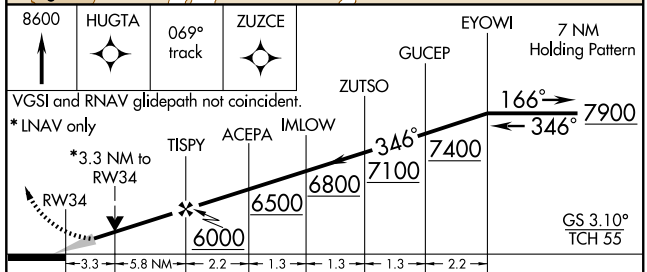
# RNAV (GPS) RWY 34
## ST. GEORGE MUNI (SGU)

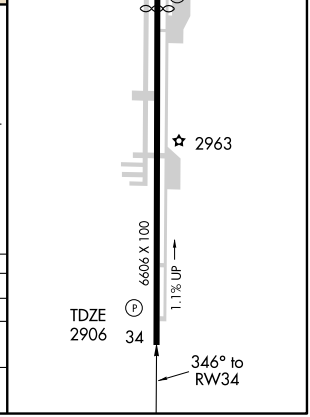
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8600 direct HUGTA and via 069° track to ZUZCE and hold, continue climb-in-hold to 8600.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.075 | 122.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3555-2¼ 649 (700-2¼) | | | |
| LNAV MDA | 3960-1¼<br>1054 (1100-1¼) | 3960-1½<br>1054 (1100-1½) | 3960-3 1054 (1100-3) | |
| CIRCLING | 3960-2¼ 1019 (1100-2¼) | | 3960-3 1019 (1100-3) | |

SW-4, 14 JAN 2010 to 11 FEB 2010

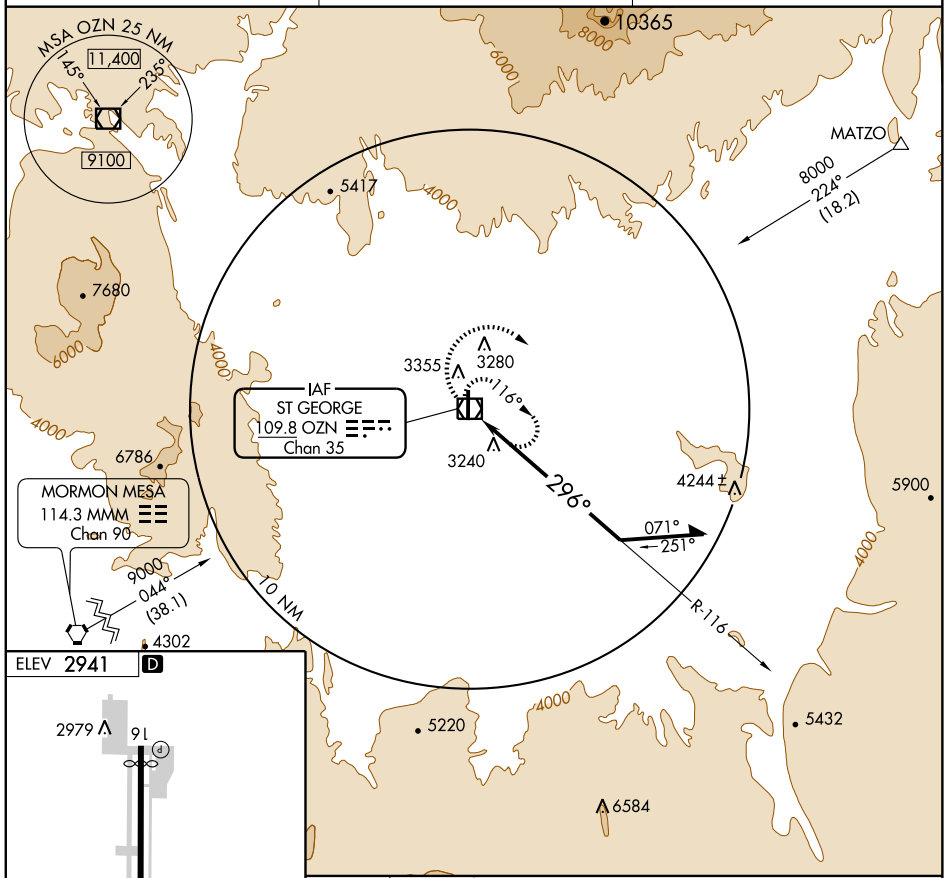
| VOR/DME OZN 109.8 Chan 35 | APP CRS 296° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 2941 |
|---|---|---|

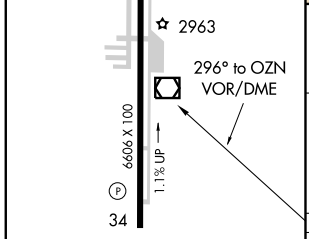
# VOR-C

## ST. GEORGE MUNI(SGU)

MISSED APPROACH: Climbing right turn to 7000 in OZN VOR/DME holding pattern.

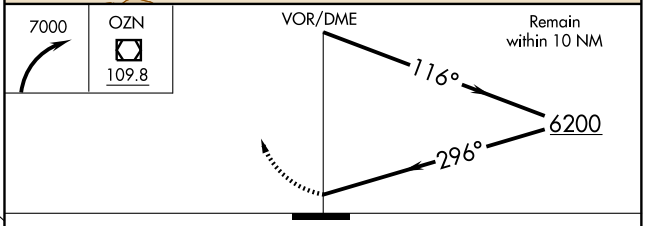
| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.075 | 122.5 | 122.8 (CTAF) L |




REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4700-1¼<br>1762 (1800-1¼) | 4700-1½<br>1762 (1800-1½) | 4700-3 | 1762 (1800-3) |

SW-4, 14 JAN 2010 to 11 FEB 2010

ST. GEORGE, UTAH

AL-5742 (FAA)

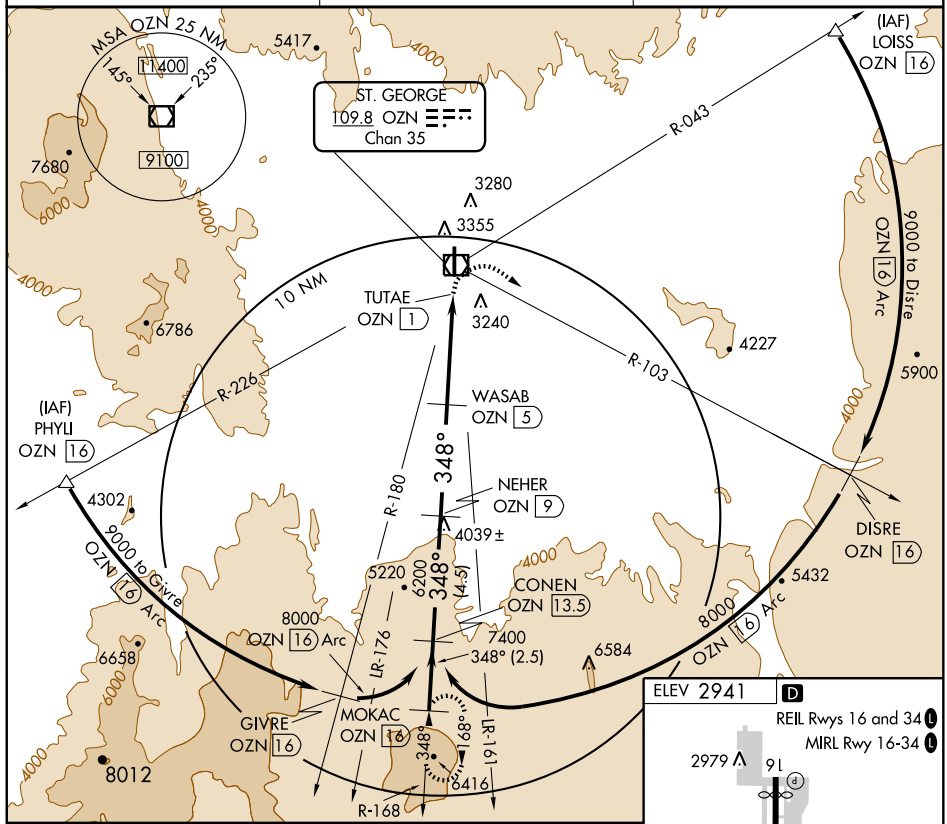
| VOR/DME OZN | APP CRS | Rwy ldg | 6606 |
|---|---|---|---|
| 109.8 | 348° | TDZE | 2906 |
| Chan 35 | | Apt Elev | 2941 |

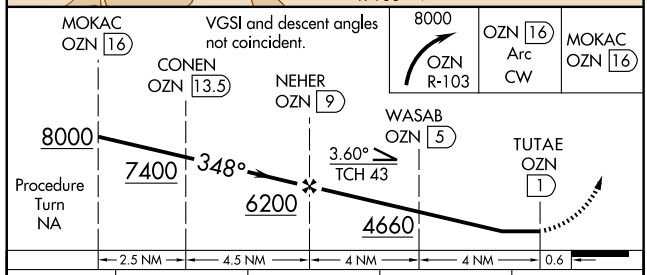
# VOR/DME RWY 34

## ST. GEORGE MUNI (SGU)

MISSED APPROACH: Climbing right turn to 8000 via OZN R-103 and OZN 16 DME Arc CW to MOKAC/16 DME and hold.

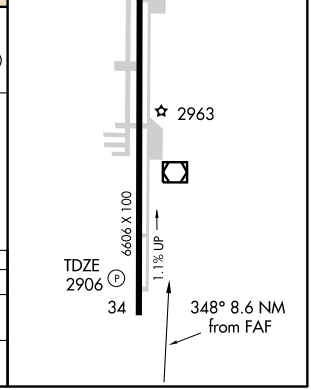
| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.075 | 122.5 | 122.8 (CTAF) L |




| | | | | |
|---|---|---|---|---|
| 8000 | OZN R-103 | OZN 16 Arc CW | MOKAC OZN 16 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 3500-1 594 (600-1) | | 3500-1½ 594 (600-1½) | 3500-1¾ 594 (600-1¾) |
| CIRCLING | 3660-1 719 (800-1) | 3720-1¼ 779 (800-1¼) | 3720-2¼ 779 (800-2¼) | 3900-3 959 (1000-3) |




SW-4, 14 JAN 2010 to 11 FEB 2010

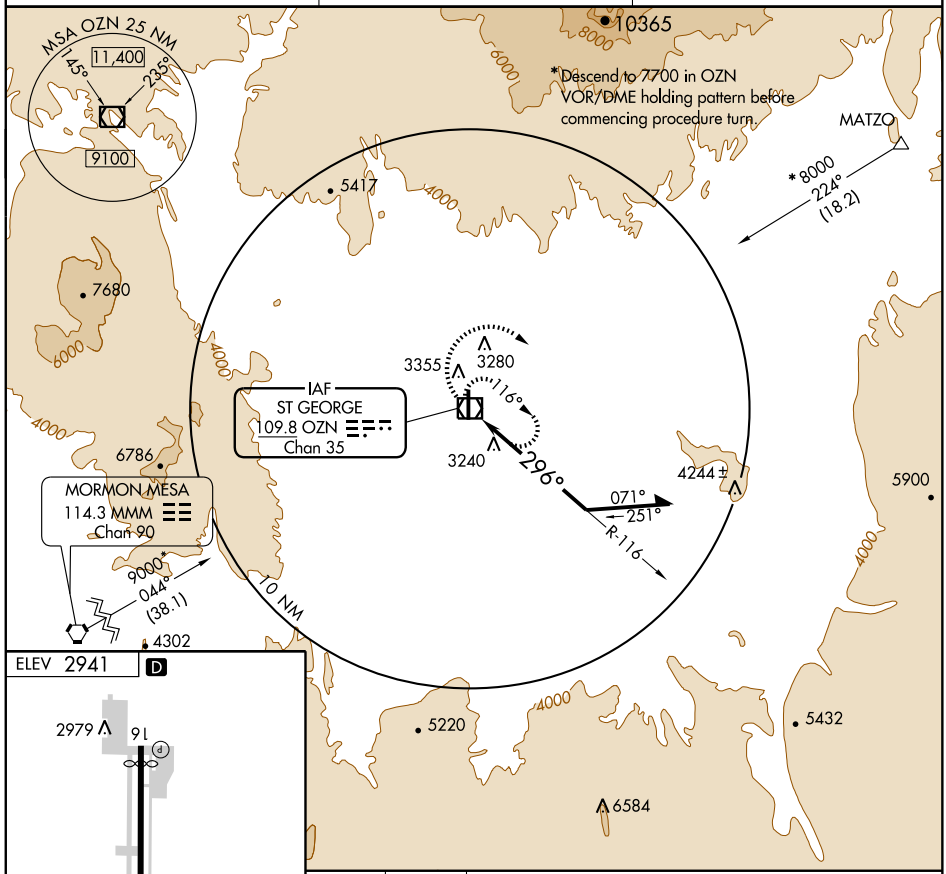
| VOR/DME OZN 109.8 Chan 35 | APP CRS 296° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 2941 |
|---|---|---|

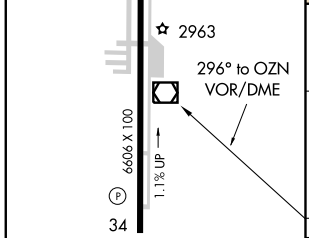
# VOR or GPS-B

## ST. GEORGE MUNI (SGU)

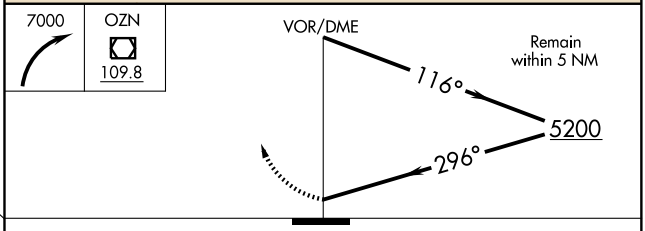
MISSED APPROACH: Climbing right turn to 7000 in OZN VOR/DME holding pattern.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.075 | 122.5 | 122.8 (CTAF) L |




REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4200-1¼<br>1262 (1300-1¼) | NA | | |

# YIWDA ONE DEPARTURE (RNAV)

AWOS-3 135.075
UNICOM 122.8
CEDAR CITY RADIO
122.5
LOS ANGELES CENTER
124.2

URIAH
V21
331°
(20)
5364±
MATZO
YIWDA
R-043
076°
(8)
JEZOB
R-016
(5)
346°
3419±
166°
(11)
V21
V8-235
PHYLI
247°
(14)
IYLAG
256°
(8)
XEZXA
5019±
R-043
MORMON MESA
MMM

NOTE: TAKE-OFF MINIMUMS: Rwy 34 2400-3 or standard with a minimum climb rate of 390′ per NM to 5800′.

NOTE: JEZOB TRANSITION V8 NE bound requires a minimum climb rate of 430′ per NM to 12000′.

NOTE: 1. GPS Required.
2. RNAV 1

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 12000 (or assigned altitude) via course 346° to YIWDA WP then via assigned transition/route.

TAKE-OFF RUNWAY 16: Not authorized.

JEZOB TRANSITION (YIWDA1.JEZOB): From over YIWDA WP via course 076° to JEZOB WP.

PHYLI TRANSITION (YIWDA1.PHYLI)

URIAH TRANSITION (YIWDA1.URIAH)

| LOC/DME I-TVY | APP CRS | Rwy ldg 6100 |
|---|---|---|
| 108.9 | 166° | TDZE 4297 |
| Chan 26 (X) | | Apt Elev 4322 |

# ILS or LOC/DME RWY 17

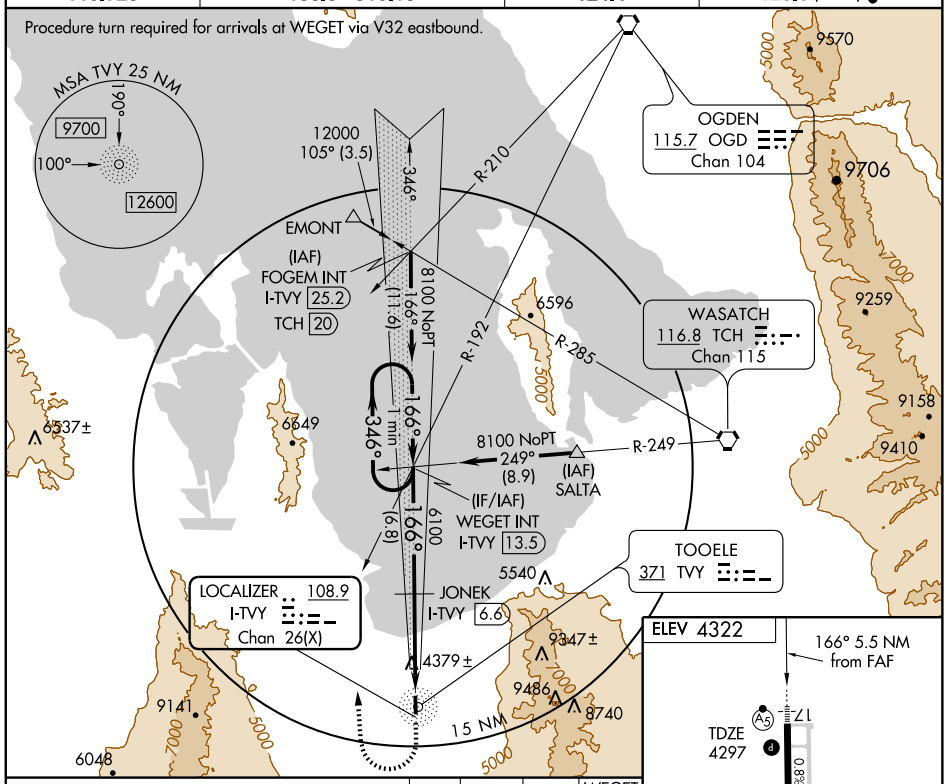
## TOOELE / BOLINDER FIELD-TOOELE VALLEY (TVY)

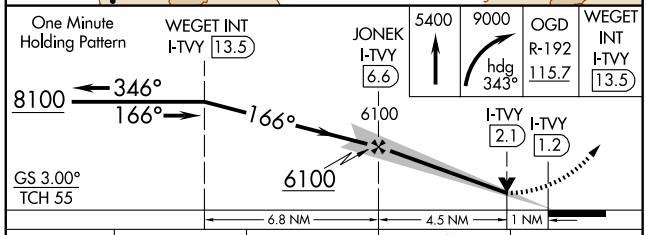
Inoperative table does not apply to S-ILS R17.
When local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all DA/MDA 60 feet and Circling Cat. D visibility ¼ mile.
For inoperative MALSR increase S-LOC Cats. A, B, and C visibility to 1 mile.
For inoperative MALSR when using Salt Lake City Intl altimeter setting, increase S-LOC 17 Cats. A and B visibility to 1 mile.

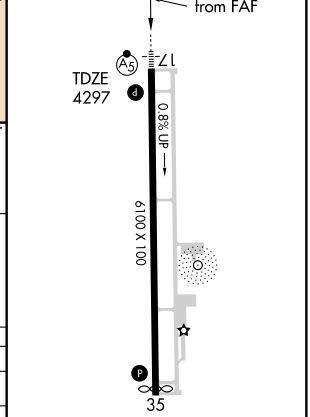
MALSR

MISSED APPROACH: Climb to 5400 then climbing right turn to 9000 via heading 343° and OGD VORTAC R-192 to WEGET INT/ I-TVY 13.5 DME and hold, continue climb-in-hold to 9000.

| AWOS-3 | SALT LAKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.725 | 135.5 316.15 | 124.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 4497- ¾ 200 (200-¾) | | | |
| S-LOC 17 | 4640- ¾ 343 (400-¾) | | | |
| CIRCLING | 4820-1 498 (500-1) | 4840-1 518 (600-1) | 4860-1½ 538 (600-1½) | 4940-2 618 (700-2) |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

SW-4, 14 JAN 2010 to 11 FEB 2010

| NDB TVY 371 | APP CRS 161° | Rwy ldg 6100<br>TDZE 4294<br>Apt Elev 4318 |
|---|---|---|

# NDB RWY 17

## TOOELE / BOLINDER FIELD-TOOELE VALLEY (TVY)

T NA — Use Salt Lake City Intl altimeter setting. Circling NA at night to Rwy 35.

MALSR A5

MISSED APPROACH: Climbing right turn to 9000 via the 341° bearing from TVY NDB to LAVRY Int and hold.

| AWOS-3 | SALT LAKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.725 | 135.5 316.15 | 124.4 | 123.0 (CTAF) L |

All aircraft descend to 8100 in LAVRY Int holding pattern before departing LAVRY Int.

(IAF) LAVRY TCH 18

161° 1 min 341°

161° (3.3) 7100

161° (3.3) 6100

TOLYU INT

FIDAG INT

R-249 R-239 R-229

WASATCH 116.8 TCH Chan 115

TOOELE 371 TVY

10 NM

6649 5540 9347± 9486 8740 9141 5134 10360 11031 6687 7220 10373

MSA TVY 25 NM 190° 9700 100° 12600

ELEV 4318

161° to NDB

TDZE 4294

0.8% UP

6100 X 100

35

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

One Minute Holding Pattern

LAVRY INT TCH 18

TOLYU INT

FIDAG INT

NDB

8100 341° 161° 161° 7100 6100 3.00° TCH 45

3.3 NM 3.3 NM 5.6 NM

9000 TVY 341° LAVRY

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 5020-1 726 (800-1) | | 5020-2 726 (800-2) | 5020-2¼ 726 (800-2¼) |
| CIRCLING | 5020-1 702 (800-1) | | 5020-2 702 (800-2) | 5020-2¼ 702 (800-2¼) |

SW-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 6100 |
|---|---|---|
| 166° | TDZE | 4297 |
| | Apt Elev | 4322 |

# RNAV (GPS) RWY 17

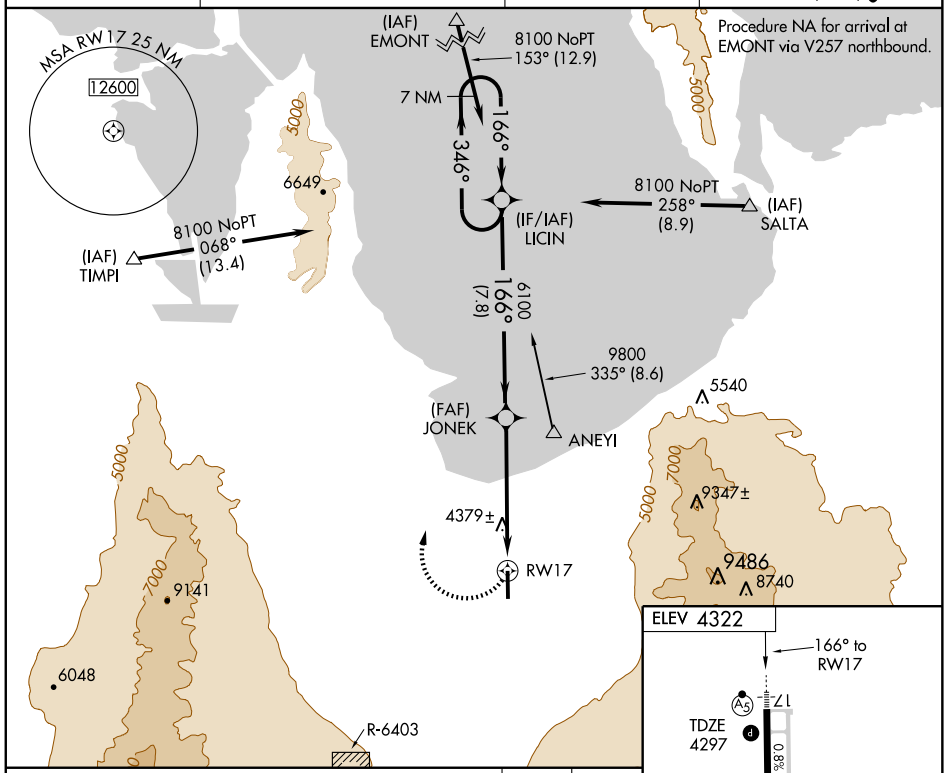
## TOOELE / BOLINDER FIELD-TOOELE VALLEY (TVY)

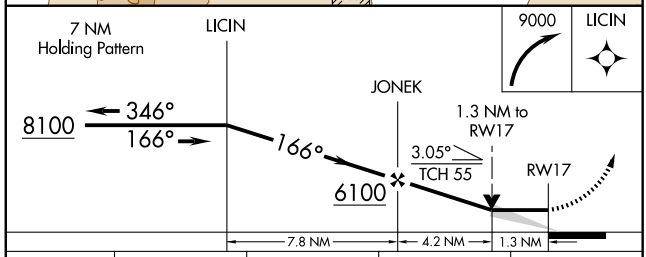
Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Salt Lake City Intl altimeter setting and increase all MDA 60 feet and LNAV Cat. C/D and Circling Cat. D visibility ¼ mile.
For inoperative MALSR, increase LNAV Cats. A and B visibility ¼ mile. For inoperative MALSR, when using Salt Lake City Intl altimeter setting, increase LNAV Cats. A and B visibility ¼ mile. VDP NA when using Salt Lake City Intl altimeter setting.

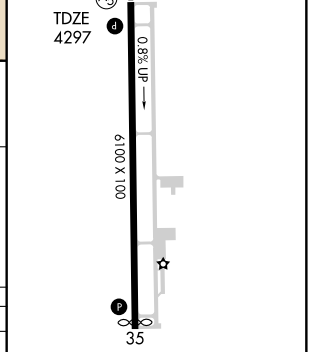
MALSR

MISSED APPROACH: Climbing right turn to 9000 direct LICIN and hold, continue climb-in-hold to 9000.

| AWOS-3 | SALT LAKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.725 | 135.5 316.15 | 124.4 | 123.0 (CTAF) L |



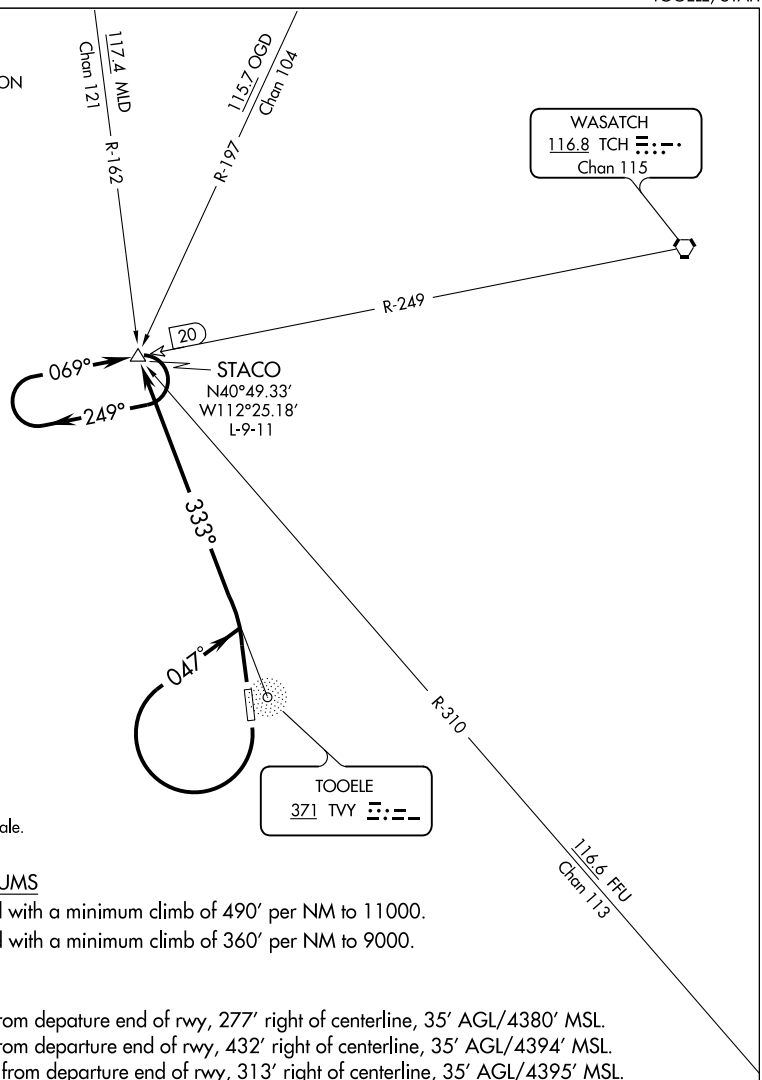

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4740-¾ 443 (500-¾) | | | 4740-1 443 (500-1) |
| CIRCLING | 4820-1 498 (500-1) | 4840-1 518 (600-1) | 4860-1½ 538 (600-1½) | 4940-2 618 (700-2) |

# STACO TWO DEPARTURE (OBSTACLE)



SALT LAKE CITY ATIS
124.75 127.625
AWOS-3 119.725
SALT LAKE CITY DEP CON
135.5 316.15
CTAF 123.0




NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 17: Standard with a minimum climb of 490′ per NM to 11000.

Rwy 35: Standard with a minimum climb of 360′ per NM to 9000.

NOTE: Rwy 17:
Tree 794′ from depature end of rwy, 277′ right of centerline, 35′ AGL/4380′ MSL.
Tree 967′ from departure end of rwy, 432′ right of centerline, 35′ AGL/4394′ MSL.
Tree 1023′ from departure end of rwy, 313′ right of centerline, 35′ AGL/4395′ MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn to 11000 via heading 047° and TVY NDB bearing 333° to STACO INT and hold.

TAKE-OFF RUNWAY 35: Climb to 9000 via TVY NDB bearing 333° to STACO INT and hold.

All aircraft expect further clearance to filed route and altitude ten minutes after departure.

VERNAL, UTAH

AL-792 (FAA)

| APP CRS | Rwy ldg | 6201 |
|---|---|---|
| 340° | TDZE | 5265 |
| | Apt Elev | 5279 |

# RNAV (GPS) RWY 34

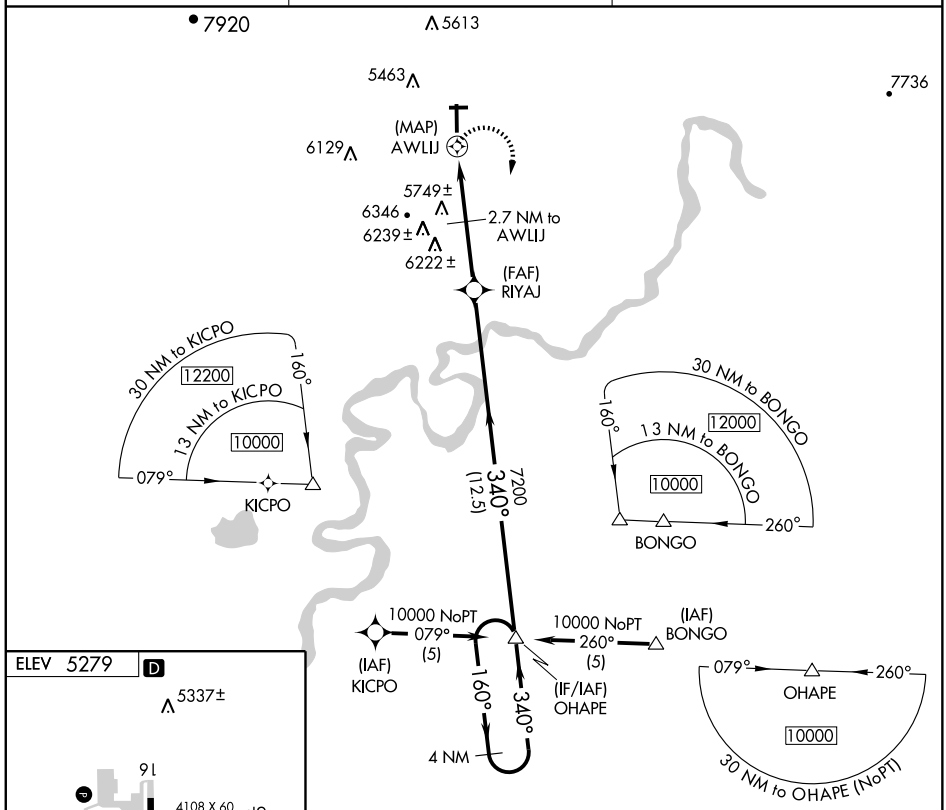
VERNAL RGNL (VEL)

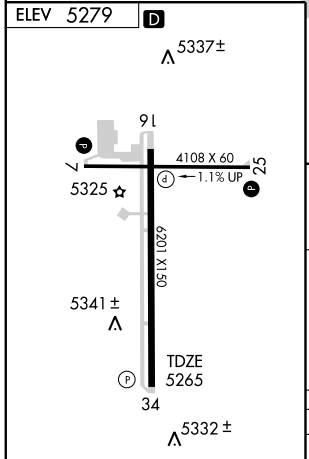
T
A NA

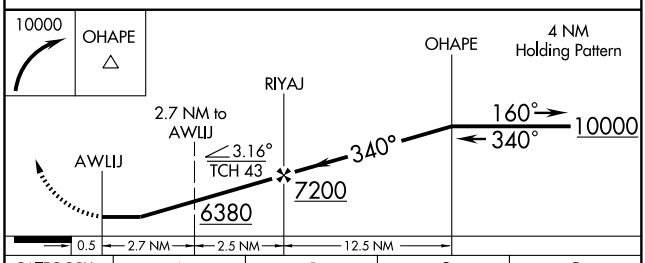
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct OHAPE WP and hold.

| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.175 | 122.35 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5980-1 715 (800-1) | | 5980-2 715 (800-2) | 5980-2¼ 715 (800-2¼) |
| CIRCLING | 5980-1 701 (800-1) | | 5980-2 701 (800-2) | 5980-2¼ 701 (800-2¼) |

REIL Rwys 7, 16, 25, and 34 L
MIRL Rwys 7-25 and 16-34 L

SW-4. 14 JAN 2010 to 11 FEB 2010

VERNAL, UTAH

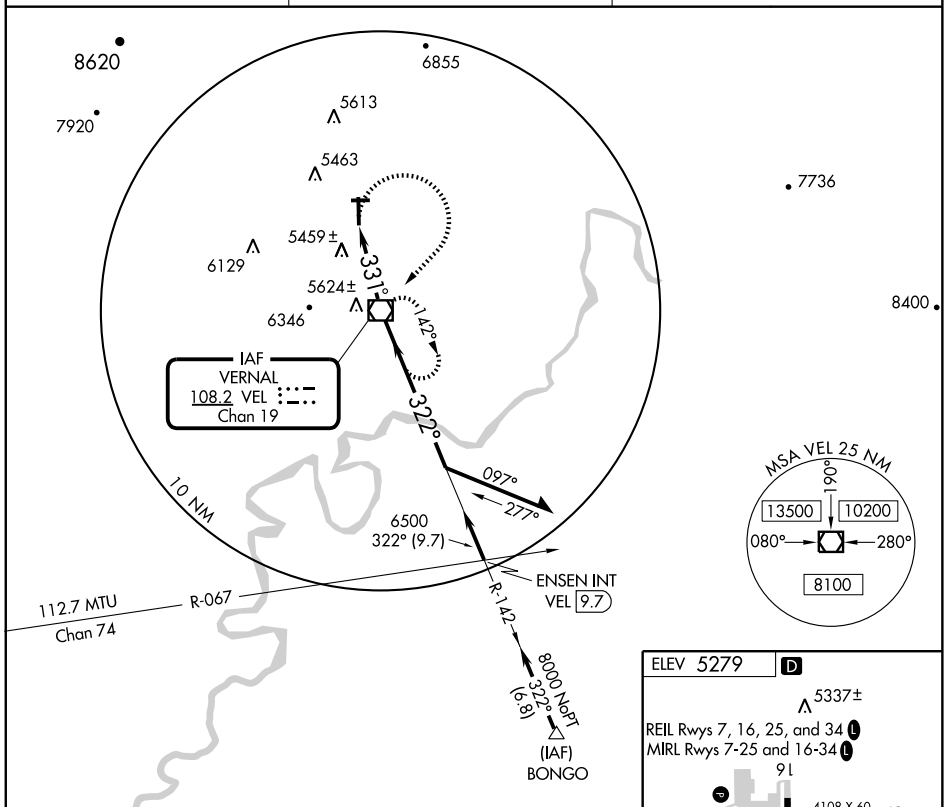
| VOR/DME VEL | APP CRS | Rwy ldg | 6201 |
|---|---|---|---|
| 108.2 | 331° | TDZE | 5265 |
| Chan 19 | | Apt Elev | 5279 |

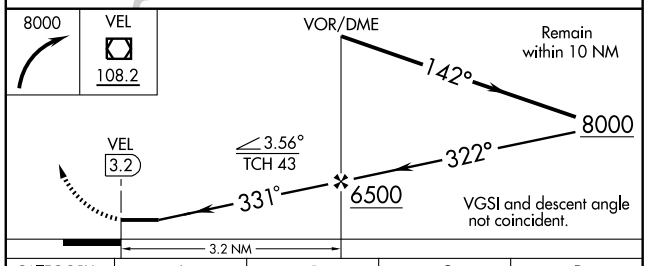
AL-792 (FAA)

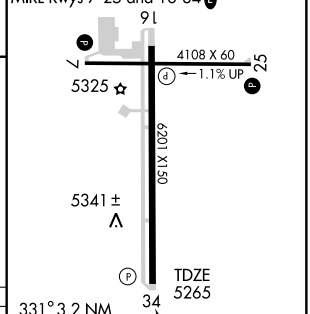
# VOR RWY 34
## VERNAL RGNL (VEL)

MISSED APPROACH: Climbing right turn to 8000 direct VEL VOR/DME and hold.

| ASOS | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.175 | 122.35 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 5780-1 515 (600-1) | | 5780-1½ 515 (600-1½) | 5780-1¾ 515 (600-1¾) |
| CIRCLING | 5780-1 501 (600-1) | | 5900-1¾ 621(700-1¾) | 5940-2 661 (700-2) |

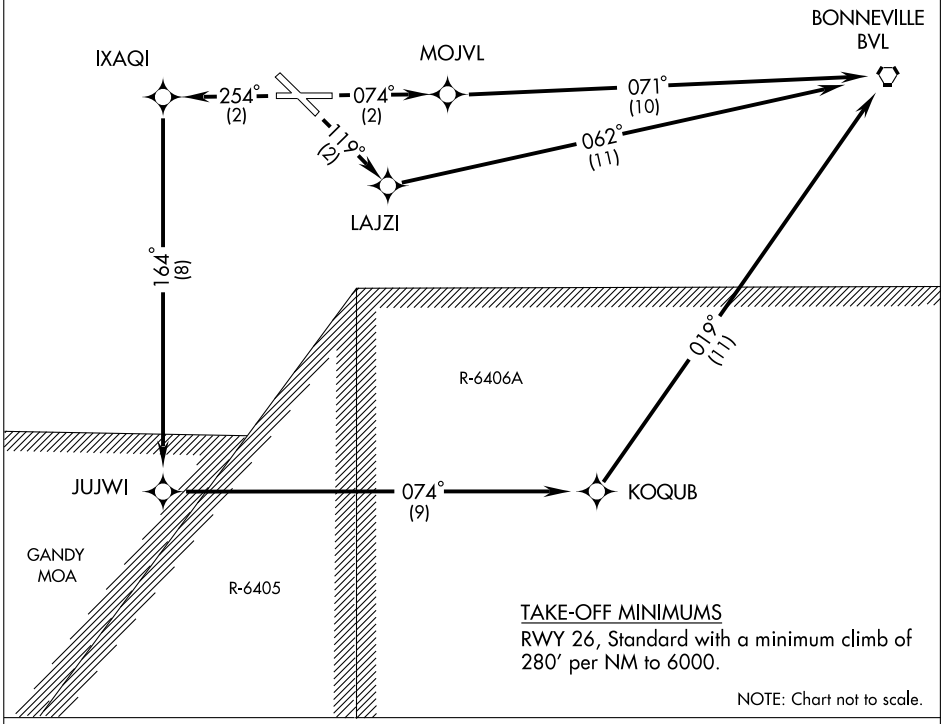
| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

SW-4, 14 JAN 2010 to 11 FEB 2010

# BONNEVILLE ONE DEPARTURE (RNAV)

CEDAR CITY RADIO
122.1R
UNICOM 122.8 (CTAF)
AWOS-3 135.075

NOTE: 1. GPS required.
2. RNAV 1.




TAKE-OFF MINIMUMS

RWY 26, Standard with a minimum climb of 280′ per NM to 6000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 9000 via course 074° to MOJVL WP, then via course 071° to BVL VORTAC.

TAKE-OFF RUNWAY 12: Climb to 9000 via course 119° to LAJZI WP, then via course 062° to BVL VORTAC.

TAKE-OFF RUNWAY 26: Climb to 9000 via course 254° to IXAQI WP, then via course 164° to JUJWI WP, then via course 074° to KOQUB WP, then via course 019° to BVL VORTAC.

TAKE-OFF RUNWAY 30: Not authorized.

WENDOVER, UTAH

AL-445 (FAA)

# RNAV (GPS)-A
## WENDOVER (ENV)

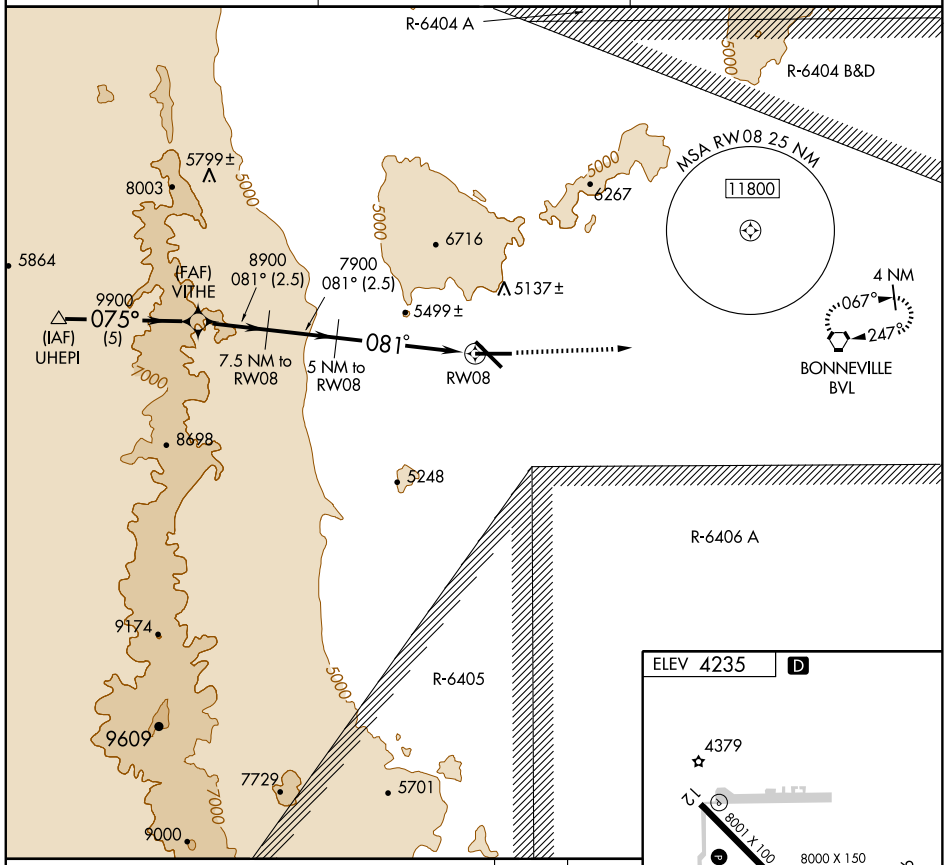
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 081° | TDZE | N/A |
| | Apt Elev | 4235 |

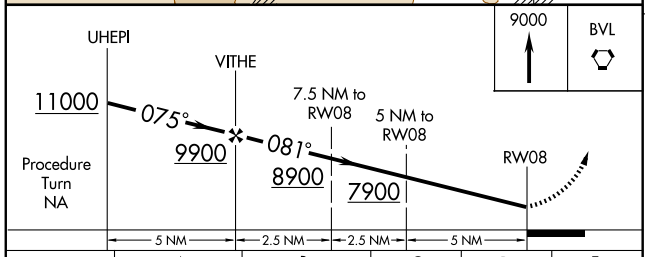
NA

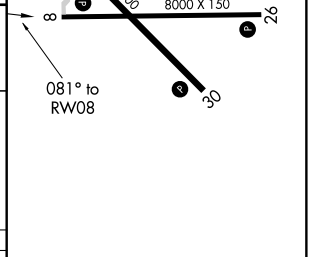
Circling not authorized north of Rwy 8-26.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.075 | 122.1R | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 5900-1¼ 1665 (1700-1¼) | 5900-1½ 1665 (1700-1½) | 5900-3 1665 (1700-3) | | |

REIL Rwys 8, 12 and 30 L
MIRL Rwys 8-26 and 12-30 L

SW-4. 14 JAN 2010 to 11 FEB 2010

WENDOVER, UTAH

AL-445 (FAA)

# RNAV (GPS) RWY 26
WENDOVER (ENV)

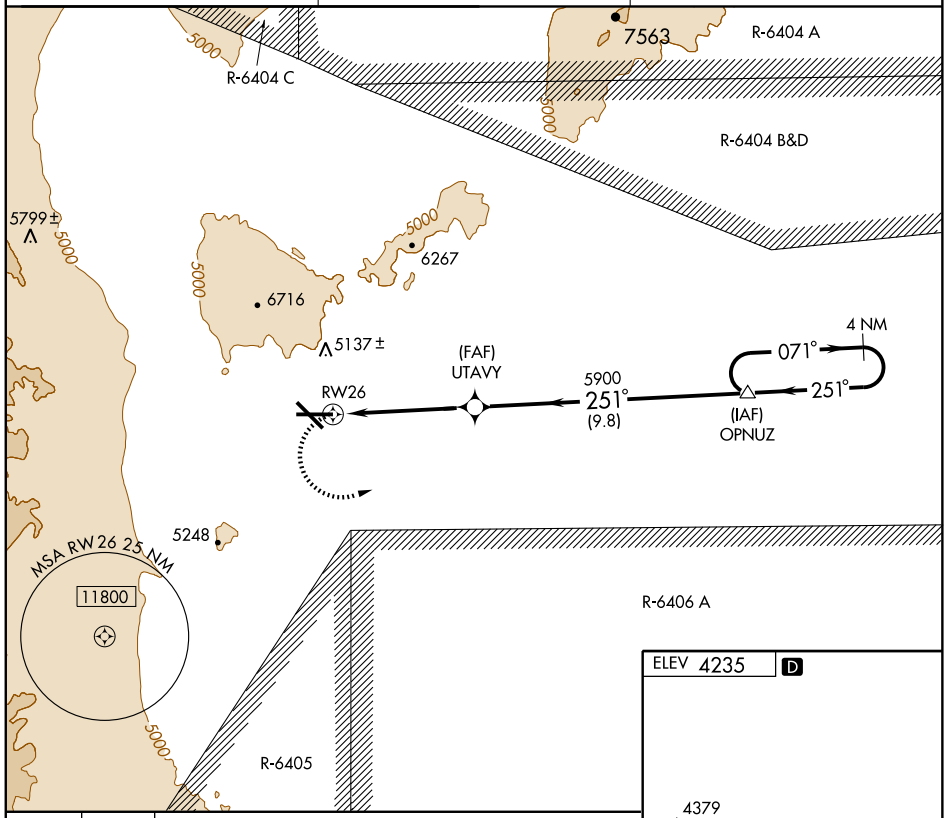
| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 251° | TDZE | 4224 |
| | Apt Elev | 4235 |

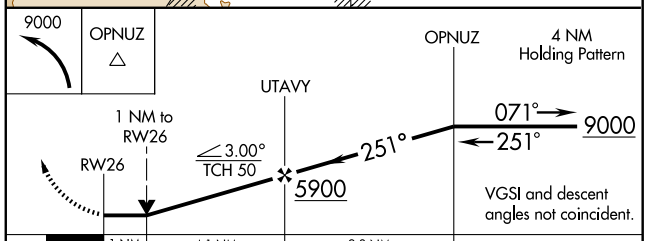
NA

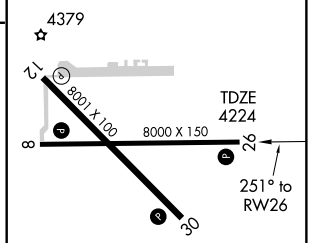
Circling not authorized north of Rwy 8-26.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 9000 direct OPNUZ WP and hold.

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.075 | 122.1R | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 4580-1 356 (400-1) | | | 4580-1¼ 356 (400-1¼) | 4660-1½ 436 (500-1½) |
| CIRCLING | 4640-1 405 (500-1) | 4700-1 465 (500-1) | 4700-1½ 465 (500-1½) | 4800-2 565 (600-2) | 5000-2¾ 765 (800-2¾) |

REIL Rwys 8, 12 and 30 L
MIRL Rwys 8-26 and 12-30 L

SW-4, 14 JAN 2010 to 11 FEB 2010

WENDOVER, UTAH

| VORTAC BVL 112.3 Chan 70 | APP CRS 071° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 4235 |
|---|---|---|

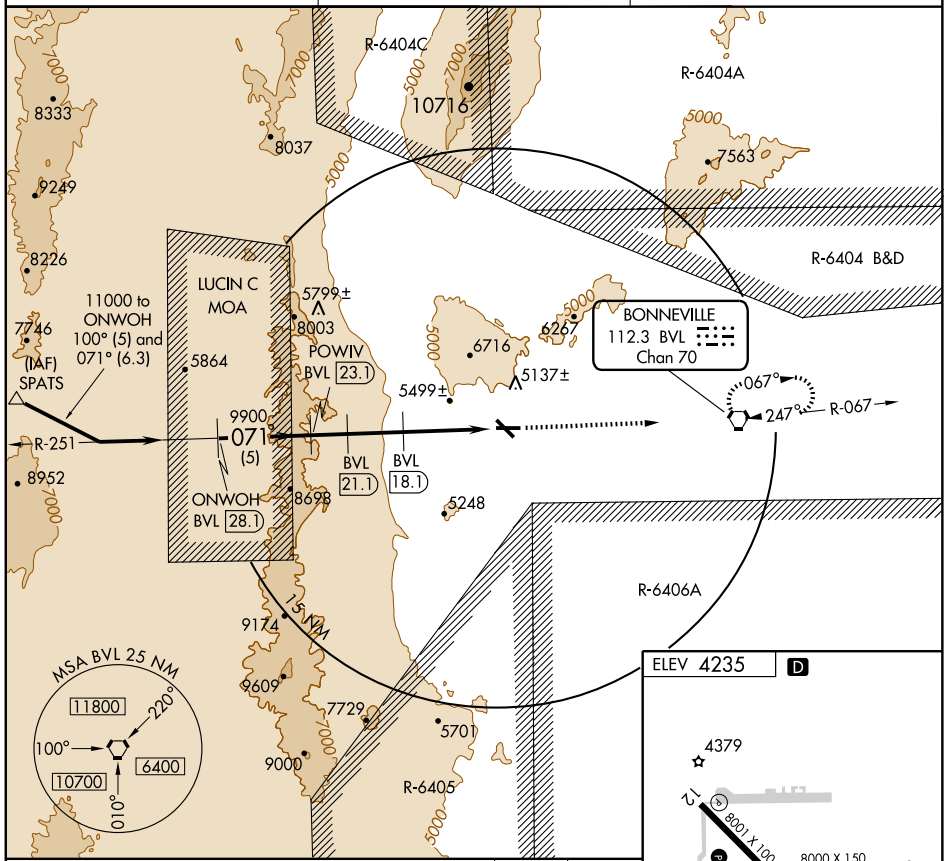
AL-445 (FAA)

# VOR/DME-B
## WENDOVER (ENV)

Circling not authorized north of Rwy 8-26.

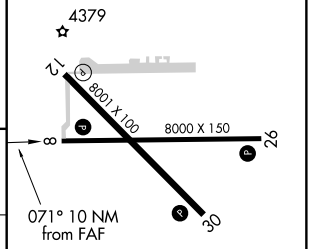
MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold.

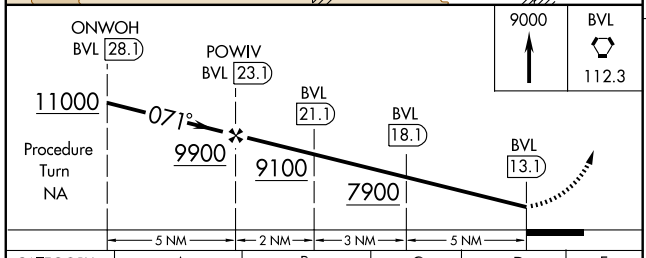
| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.075 | 122.1R | 122.8 (CTAF) L |




SW-4, 14 JAN 2010 to 11 FEB 2010

ELEV 4235 D




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 5900-1¼<br>1665 (1700-1¼) | 5900-1½<br>1665 (1700-1½) | 5900-3 1665 (1700-3) | | |

REIL Rwys 8, 12 and 30 L

MIRL Rwys 8-26 and 12-30 L

WENDOVER, UTAH

| VORTAC BVL 112.3 Chan 70 | APP CRS 251° | Rwy ldg 8000<br>TDZE 4224<br>Apt Elev 4235 |
|---|---|---|

AL-445 (FAA)

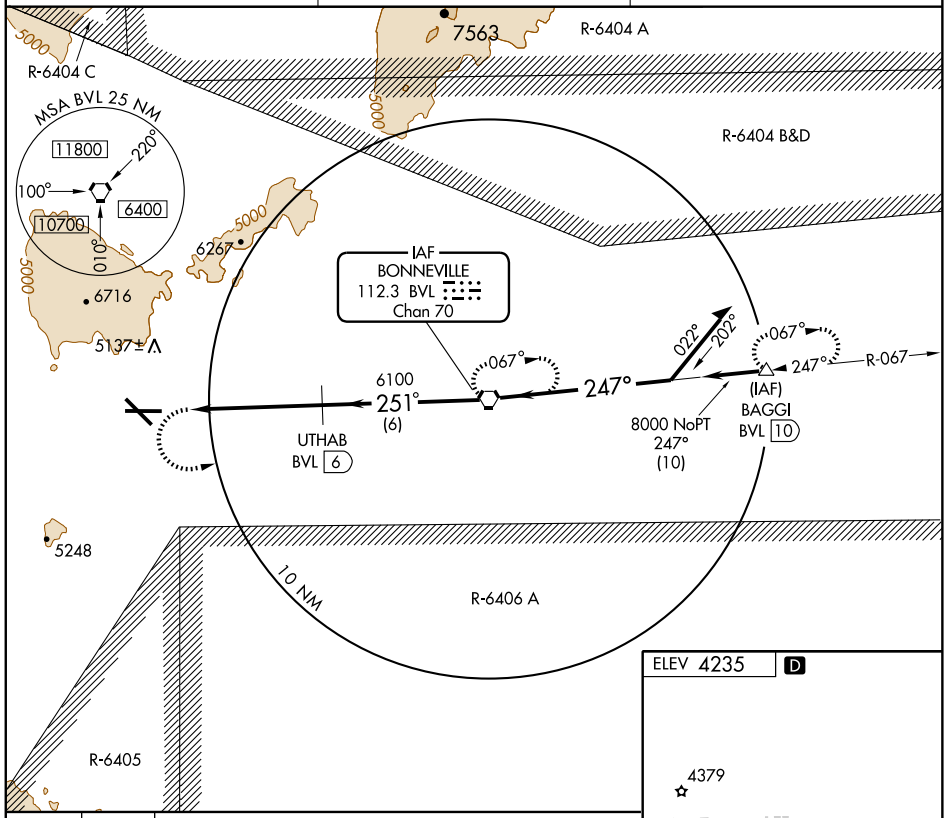
# VOR/DME or TACAN RWY 26

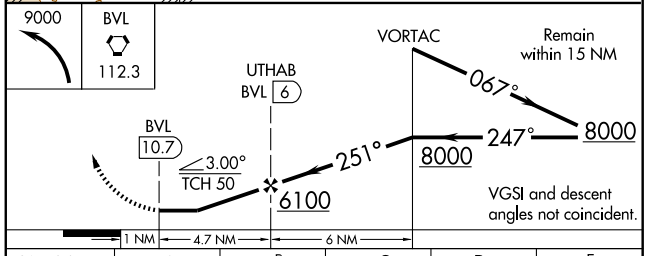
WENDOVER (ENV)

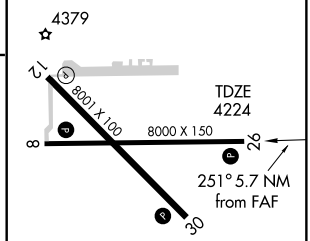
Circling not authorized north of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 9000 direct BVL VORTAC and hold. (TACAN aircraft continue via BVL R-067 to BAGGI INT and hold NE, right turns, 247° inbound.)

| AWOS-3 | CEDAR CITY RADIO | UNICOM |
|---|---|---|
| 135.075 | 122.1R | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-26 | 4580-1¼ 356 (400-1¼) | | | 4620-1¼<br>396 (400-1¼) | 4960-2½<br>736 (800-2½) |
| CIRCLING | 4640-1¼<br>405 (500-1¼) | 4700-1¼<br>465 (500-1¼) | 4700-1½<br>465 (500-1½) | 4800-2<br>565 (600-2) | 5000-2¾<br>765 (800-2¾) |

REIL Rwys 8, 12 and 30 L

MIRL Rwys 8-26 and 12-30 L

SW-4, 14 JAN 2010 to 11 FEB 2010